

AMERICAN



RAIL-ROAD JOURNAL.

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NEW-YORK, JANUARY 28, 1832.

VOLUME I...NO. 5.

AMERICAN RAIL-ROAD JOURNAL.

The subscriber, now publishing a weekly paper, called the **AMERICAN RAILROAD JOURNAL**. A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE AMERICAN RAILROAD JOURNAL is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors; both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the LITERARY, MISCELLANEOUS AND NEWS matter of the NEW-YORK AMERICAN, as prepared for that paper, omitting all political subjects, except such as are of general concern.

The terms of the American Railroad Journal are THREE dollars per annum, payable in advance; and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis: and to companies of ten subscribers, who associate and remit twenty-five dollars, it will be sent for \$2.50 each per annum. The Journal will be sent for any length of time desired, if paid in advance. It will be published on Saturdays.

Letters upon the subject of the AMERICAN RAILROAD JOURNAL, may be addressed, free of postage, to the publisher and part proprietor,

D. K. MINOR,

No. 35 Wall-street, New-York.

AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, JANUARY 28, 1832.

ILLINOIS AND MICHIGAN RAIL-ROAD.—We again resume this subject with increased pleasure, not only from a more firm conviction of its great importance, to this state, and more especially to this city, but also from a knowledge of its having met with the decided approval of, and that it is viewed in a very favorable light by, those who are more familiar with the location, the beautiful country by which it is surrounded, and its immense resources, than we are.

We view it as the easiest and the cheapest, and therefore the most likely to be accomplished, of any route that has been proposed, (although it is not the most direct) by which a continued line of internal communication may be opened between this city and New Orleans—and when completed it will open a door by which the produce of a more extensive and fertile section of country than can be found elsewhere in North America, may be brought to this market, and at such a rate of transportation as will ensure to the enterprising agriculturist ample returns for his

industry. The construction of a cheap and easy mode of communication from the Illinois to the Michigan, would be in a few years, to the present inland trade of New York, what the opening of a channel from an immense Lake upon an elevated plain, would be to the stream passing leisurely at its base—the current from the lake would assume the mastery, and the now immense trade of New York would be more than doubled in ten years.

In 1820 the inhabitants of Illinois amounted only to a fraction over 80,000, and in 1830 they exceeded 162,000—having more than doubled in ten years. In 1845 Illinois will number, should this Rail-road be constructed within two years from this time, over 400,000 as enterprising and intelligent inhabitants as can be found in any other state in the Union. Its fertile soil, mild climate and advantages of location between the two great natural seaports of the United States, will ensure a rapid and healthy increase of population almost unprecedented.

We give the following extracts from the *Courier & Enquirer* of the 23d inst., written by a gentleman familiar with the ground, which fully sustains all we have said upon the subject:—

"Of the importance of this work it is scarcely necessary to speak. The great and growing market of the West which would thus be thrown open to our citizens—the business it would furnish our canal—the certainty of its being a profitable investment—are all so obvious, that should not individuals subscribe for the half of the stock, the Legislature of the State and the Corporation of our city, would be justifiable in taking it.

"The Illinois is formed by the junction of the rivers Des Plaines and Kankakee; the former of which takes its rise between Lake Michigan and the Mississippi, in latitude about 42 1/2, and runs southerly, passing within eleven miles of where the Chicago river, empties itself into the Lake. Its course is through a rich prairie country, and apparently its bed is on a level with the Lake; but in the spring of the year when the river overflows its banks, the water flows to the Chicago and through it to the Lake, and trading boats pass to and from the river to the lake without inconvenience. At the distance of about thirty miles from Chicago, the Des Plaines receives the waters of the Kankakee from the east, and the river then assumes the name of the Illinois. It is somewhat rapid in its course with innumerable sand bars and other obstructions until it reaches the Falls as they are termed, but which are more properly speaking rapids, impassable for boats. Immediately below the falls or rapids, the water is at all times and in the driest seasons, about seven feet in depth; from thence to its junction with the Mississippi, it varies in depth, but in no place having less than seven feet water, except on a bar opposite the site of old Fort CLARKE, where, in the driest seasons, the water has been found only four and a half feet deep. It is consequently navigable for Steamboats at

all seasons to the Falls, and the construction of a Rail-road from Chicago to the foot of the rapids, will perfect the facilities for the transportation of merchandise from this city to Missouri, and of produce from the western states to this commercial emporium of the union. To the summit level, and thence to the falls on the Illinois, the surface of the country to the eye of the traveller, is as level as the floor of a room, and were it not for the course of the streams he would not be able to determine whether the descent was to the north or to the south. The whole country is of the richest description of Prairie, covered with a luxuriant growth of grass, but without a shrub or tree except on the margins of the streams, and occasional "islands" of woods as they are termed by the Indian trader and emigrant. No grading of any kind will be required in the construction of a Rail-road; all that is requisite is to form a good foundation for the rails and to ditch on each side of the tracks. The only two points which will require additional expenditure, are the crossing of the Des Plaines eleven miles and a half from the Lake, and of the Fox river fifteen miles from the foot of the Falls or termination of the road. The banks of the latter stream are perpendicular, of limestone rock formation, and the crossing will not be attended with any difficulty and with but trifling expense. The banks of the Des Plaines at the place where Indian traders have heretofore passed it, are also elevated above high water mark, and it is to this elevation the survey has been made which determines the elevation from the Lake to be twenty-five feet.

"From the facts within our own knowledge, we are satisfied that the road can be constructed for much less expense than over any other piece of country of the same extent this side of the Mississippi; and foreseeing as we do, the great advantages which this city and State must derive from its early completion, we trust that our enterprising capitalists will not hesitate to embark in the undertaking.

The process of farming consists in merely turning the sod over and planting, or sowing upon it, and then dragging in the small grain, from which abundant crops are gathered. Steam flouring mills of a fine order are, it is said, in operation, and others are now in contemplation.

The present products of the country are Horses, Cattle, Pork, all descriptions of small Grain, Flour, Tobacco and Hemp, large quantities of which are now valueless for want of an easy communication with a good market.

The annexed extracts from a letter from Enoch C. Marsh, Esq. an intelligent merchant of St. Louis, whose enterprise and perseverance are worthy of high commendation, will give a good idea of the advantages of this route, even now, over the circuitous voyage by New-Orleans, or by Pittsburgh.

"All looked at my late experiment (of taking merchandise to St. Louis through the Erie Canal,

Lakes, and across by land to the Illinois, in wagons, and then by steamboat to St. Louis] as one certain of failure. But when my goods were received in good order, and when they were informed of the cost of transportation, they were greatly surprised, and some have come to the conclusion that the Insurance Companies of New York in this instance, insured for less than the usual rates, in order to divert the western trade from Philadelphia (which was not the case). After the reception of my goods Richard H. McGill (a merchant of this place) returned from Lake Michigan, where he had gone with others on business. He found that the merchants of the Wabash were preferring that route (i. e. via Chicago) to any other, and that the facilities of transportation from Michigan to the Wabash were inferior to those from the Lake to St. Louis.

He is under the conviction that when a pier is erected at the mouth of Chicago river, it will be for the interest of all the merchants in the vicinity of the Illinois and Mississippi rivers, to transport their goods as I have done, and that they will doubtless do so. Mr. McGill however has determined for himself, that whether there be pier or no pier, Canal, Railway, or not, he will bring out his own goods next fall by the way of the Lakes, and so down the Illinois river. I have no doubt that others of our merchants will do the same.

You inquire 1st "Admitting a Rail-way or canal to be completed—what would be the comparative cost of transportation from the city of New York or other Atlantic port to the city of St. Louis, between the two routes?"

To this I answer—that I can now save one third of the cost.

2nd "What would be the comparative difference as to the safety of a cargo and vessel?"

I clearly think, that as the Illinois is the safest of our rivers, and as the lakes are not of difficult navigation, the difference is in favor of the Northern route.

3rd "What would be the comparative difference as to expedition?"

I can get goods on from New York in twenty-five days when the arrangements of the next year are effected.

4th "What would be the difference as to the safety of particular articles from the effect of climate?"

There are no articles of merchandize brought to this country, that can suffer by any cold temperature, or can in any way be effected by cold, in a manner, or degree, different from what they would be exposed on their arrival here. Oil is the only article which can be affected by the climate of the lakes. But that would congeal here about as soon. And as it is a fact that oil will never congeal except when exposed to a temperature colder than that at which it was strained, we may safely conclude that winter strained oil will not be materially changed on its passage from the East by the route of the Rail-way. There are several articles, such as fruits, woollen goods, hats, &c., which would not be injured on the route by way of New Orleans if they were speedily forwarded, but which by being detained frequently at that city, are often injured. Such goods therefore ought to avoid the Southern route. I would say then that the difference would be in favor of the lake passage.

5th. "What would be the probable increase or diminution of the commercial intercourse between these portions of the western country, and the Atlantic ports or any one of them, by the completion and use of the work contemplated?"

In my opinion the intercourse between the East and the West would be much increased by means of this new communication. What would be the proportion of that increase it is difficult to estimate. It is reasonable to suppose, that the facilities of travelling, the diminished expense of transporting goods, and the lower rates at which they will be finally sold, together with a safe, cheap, and expeditious mode of transporting the produce of the country to the eastern markets, will all combine to hasten the settlement of the State, and thereby add to the now increasing intercourse between the East and the West.

All the gentlemen of this city with whom I have conversed and who have had opportunities of personal observation, concur with me in the views I have expressed."

Thus it will be seen that what was by all deemed not only hazardous, but as certain of failure, has been, by individual enterprise, shown to be both practicable and highly advantageous. It shows, too, beyond a doubt, that when a Rail-road from the foot of the Illinois Rapids to Lake Michigan shall have been completed, it will be the great thoroughfare for trade and travel for a great extent of country watered by the rivers of the south-west.

RAIL-ROAD FROM THE CITY OF NEW YORK TO LAKE ERIE.

A petition was presented in the Assembly, on Monday last, signed by Morgan Lewis, Stephen Whitney, and other of our substantial citizens, in favor of the projected Rail-road from this city to Lake Erie. Many similar petitions are now in the course of receiving signatures here, and will be forwarded to Albany. The proposed route of this road is from the southerly line of the State in the county of Rockland, through the south-western tier of counties, to Lake Erie—striking the Lake at some point between Cattaraugus and the Pennsylvania line. The objects of bringing the road down to the southerly line of Rockland are—first, because at that point, about the Tappan Sea, the Hudson is never—or so rarely that we may say never—frozen; and that steamboats and other craft can ply between it and the city at all times of the year, winter and summer; secondly, that inasmuch as the Legislature of New Jersey have, it is believed, already authorized the construction of a Rail-road from Paterson to the northern line of that State, the Erie road might there be made to connect with it, and thus, by means of the Paterson Rail-road, make a continuous chain down to Hoboken opposite the city. So, as to the object of striking Lake Erie, so far to the South; the distance is thereby lengthened; but the important end would be attained of having an open navigation of the Lake in the spring and fall some weeks longer, perhaps, than if the point of termination were further to the northeast. Thus much as to the two extremes of this projected Rail-road. The region through which it is to pass, and which, if we may use with regard to such an outlet the term applied to rivers, it would drain, is populous, fertile and vastly varied in its productions. Not the least important of these would be the article of coal; for besides crossing the track of the Lackawanna coal, it would almost touch upon a range of country in Pennsylvania abounding in bituminous coal, which hitherto has not been able for want of an outlet to find its way to market. This consideration will be very sensibly felt just now, when winter has come back upon us with all its rigors, and without any new supply of fuel having been received; since, if such a road be once established, the supply would be as regular and as cheap, or almost so, in winter as in summer. The counties through which this road would pass, are all alive to the benefits they would derive from it; and if seconded by this city, which has, after all, the greatest comparative interest in promoting such enterprises, because each one of them pours fresh treasures into her lap,—it will undoubtedly be undertaken—provided always the Legislature shall sanction it. It is possible the objection may be made, that such a road, if perfected, might divert a great part of the Ohio trade, and through the Seneca Lake and other sources, much of the produce of the more northern counties, from the Canal, and thereby impair its revenues. Even if this were certain, it should form no obstacle on public grounds, to refuse the application, because that route which is shortest and cheapest must eventually be most advantageous, both to individuals and the State. But the truth is, the actual surplus of our canal fund, and that which would still accumulate before the completion of the N. York and Erie Rail-road, should suffice to allay any uneasiness about the ability and indeed facility of shortly redeeming the canal debt, even though after the construction of such a Rail-road as is here in question, the tolls should be materially diminished.

From these considerations, we cannot but think the project of a Rail-road from the banks of the Hudson to Lake Erie, is entitled to the support of our citizens, and to such a degree of favor from the Legislature, as that they will permit those who are willing to spend their money on such an undertaking, to do so, under the protection of an act of incorporation.

UNIFORMITY OF RAIL-ROAD TRACKS.—The communication on this subject published in our last number, seems to us so important in its suggestions as to induce us to revert to, and dwell anew upon, it. The object which it is desired to accomplish is, either by the common consent of Rail-road companies, or concurring legislation on the part of the States—for, from obvious reasons, the general government could not interfere in the matter—to produce uniformity in the width of the carriage track, and such general resemblance in the form and shape of the rail, as will enable the same carriage to travel on every Rail-road.

The immense advantages of such a regulation will occur at once to every one. One great cause of expense in the transportation of goods and merchandize, is the frequent "breaking of bulk," as it is called—that is, the shifting of articles from one vessel or vehicle to another. Now if, as we suppose may for the sake of argument be assumed, continuous Rail-roads shall one day connect the most distant points of our empire—and especially that along the sea-board there will be such a connected chain—the great advantage, both in safety and economy, of loading cars at the point of departure which shall be carried to their ultimate destination without any necessity for unloading, or in any way deranging them, cannot fail to appear. In such a state of roads we should have cars, "the Yankee pedlars" for instance, numbered from 1 to 20—or as many, more or less, as experience may teach to be the proper average number of a brigade for a busy bustling locomotive—duly stowed, locked up and sealed, which starting from the banks of the Merrimac, or from those of the Connecticut, shall travel away diligently to the Potomac, perhaps even to the Roanoke, if John "of that ilk" be not there with his double barrelled gun to warn them off—to the Santee, the Savannah, and the far Mississippi, delivering upon each the tribute destined for its vicinage; and bringing back again under the lock and seal of the respective consignees, whatever those regions might afford as return cargoes. Surely this would be in all respects better than that (as in stage travelling) at the end of each contractor's route, the carriage should be changed, and the goods be unladen unceremoniously in a great public yard. Those who know how human creatures are, in the night-time, and bad weather, frequently bundled out of a stage into soft places of mingled mire and manure, will be at no loss to conjecture how dainty, but inanimate packages of dry goods and other damageable commodities, might fare under like circumstances.

It is however, we confess, easier to make this suggestion of uniformity, than to point out the manner in which it may be carried into effect. Perhaps we may rightfully look to the Baltimore and Ohio Rail-road Company, as at the head of the vastest and most forward enterprise of this sort, to take the lead in any measures that may produce so desirable a result. At any rate, it is worth the consideration, as we think, of all such companies, and of the public.

As a beginning, on our part, we will endeavor to ascertain, as soon as practicable, the width of track and form of rail and of wheel, now used on such Rail-roads as are already in operation; and will publish the result of our inquiries.

(In the communication upon this subject published in our last, the concluding word of the second paragraph was erroneously printed means. It should have been "success.")

As doubts have been expressed at a distance as to the continuance of the RAIL-ROAD JOURNAL, it is but justice to those who are subscribers to say that its permanency is certain. The publisher is permitted to refer to the following gentlemen: WILLIAM A. DUER, Esq. President of Columbia College. JAMES RENWICK, Professor in Columbia College. ROBERT L. STEVENS, Esq. Engineer. JAMES G. KING, Esq. of the City of New-York. SAMUEL SWARTWOUT, Esq. Collector of the Port. Messrs. GRACIE, PRIME & CO., Merchants.

* Editors who have published the Prospectus, are requested to give the above six insertions.

In the second number of the Journal was published a communication and letter upon the subject of the contemplated Rail-road from Newburgh to the Delaware river, the Lackawana coal mines, and to Owego, where it would connect with that which is now constructing to Ithaca. We are now enabled to give the result of the surveys and estimates of its cost, which is only \$8,640 50 per mile, and the whole distance from Newburgh to Ithaca 235 miles.

The estimates appear to us too low for a good road; yet we have no doubt of the correctness of the policy, in our country, where so much depends upon a ready means of transportation, and where surplus capital is not very abundant, of constructing Rail-roads with less durable materials, than those of which the Liverpool and Manchester, or the Baltimore and Ohio Rail-road is built. A permanent one would doubtless be preferable; but, for want of the ability to make one worth twenty-five thousand, shall we do without any, whilst a pretty good one, that will last ten or twelve years may be constructed for seven or eight thousand dollars?—Would it not be more for the convenience and prosperity of the community to have the cheap Rail road, and thereby obtain the means of constructing, hereafter, and at our leisure, one of permanent materials? Would not the difference between eight and twenty-five, or seventeen thousand dollars, build a better road ten years hence, with the aid of the cheap road and the experience of that period of time, than the twenty-five thousand dollars would now? There cannot be a doubt of it. With this view of the subject we are in favor of permanent and substantial Rail-roads where the business will warrant the expenditure; but of those of a less durable nature where it will not.

We give below the statement alluded to, and hope the work may be completed within the estimate:—

To the Editor of the Rail-road Journal:

Sir—Having, since my former communication, received Mr. Sargent's Report of his Surveys from Newburgh west, perhaps the following summary, exhibiting the general results obtained, may be interesting to the readers of your Rail-road Journal:

	Distance.	Estimated Cost
From Newburgh to the Delaware river,	51 miles 69 6-100 chains,	\$510,231 17
Thence to Lackawana,	85 do 67 16-100 do	647,728 43
Thence to the State line,	51 do 80 do	465,750 00
Thence to Owego,	30 do 10 do	234,812 40
Thence to Ithaca,	29 6-10 miles	172,000 00

Total, Newburgh to Ithaca, 235 miles 14 21-100 do \$3,030,531 10

I am respectfully yours, &c.

By the notice of a meeting held at New London, Conn., which is inserted below, it will be seen that measures are about to be taken to continue the Boston and Providence Rail-road to that place.—Should this be accomplished, the facilities for business with the Eastern cities will be greatly increased, as we believe the harbor of New London is never closed by ice. By this route the passage to and from Boston might be performed in from 17 to 20 hours, both by passengers and merchandize, with as much ease in winter as it is now performed in summer, in twenty-four hours,—affording at the same time important advantages to the inhabitants of more than double the distance on the route; a consideration of the first importance in the construction of works of intercommunication, as but a small part of the benefits resulting from such works are attained when the interest of those at the extremes are only consulted. In this, as in all other Rail-roads tending in this direction, the city of New York is deeply interested.

[From the New London Gazette of Jan. 17.]

RAIL-ROADS.—As the attention of our citizens is much excited on the subject of a Rail-road from this place to Providence, and the speculations on the expense in many instances are widely variant, we present them with the following data, for their consid-

eration and as a rational basis for their calculations.

The Baltimore and Ohio Rail-road is estimated to cost per mile.	\$28,000
Mauch Chunk,	4,700
Ithaca,	4,000
Lackawana,	6,500
Boston to Providence, to Albany to Brattleborough, each estimated at	15,000

The tract of country between this place and Providence has been cursorily inspected with a view to a Rail-road, by a distinguished engineer, who gave it as his opinion, that it was very feasible for the purpose—no considerable obstacles presenting themselves.—It is therefore fair to presume, that the contemplated Road would not cost more than the last three mentioned, but probably much less.

It gives us much pleasure to learn that our enterprising friends and neighbors at Norwich, are alive to this highly important project.—The Road if it should be made through Stonington, will be about 45 or 46 miles long; if through Norwich the length will be but little increased.

At a meeting of a few of the citizens of New-London, convened at Prentiss's Hotel on Friday evening last, friendly to the construction of a Rail-road between Providence and this town, Wm. P. Cleveland was called to the Chair, Andrew M. Frink, appointed Secretary.

Several gentlemen addressed the meeting on the importance of taking immediate measures to secure this important object; and a Committee was appointed consisting of the following gentlemen whose duty it shall be to obtain such information as to a survey of a route, &c. as might be necessary, and to call a general meeting of the citizens at an early day, and report their proceedings.

Jonathan Coit,
Ebenezer Learned,
Wm. F. Brainard,
Coleby Chew,
Hezekiah Goddard,
Wm. P. Cleveland,
Andrew M. Frink,

COMMITTEE.

New-London, Jan. 17.

We have received No. 1 of the beautiful Views on the Baltimore and Ohio Railroad, from the Lithographic Press of Messrs. Endicott & Swett, of Baltimore. It contains a view of the Carrollton Viaduct, Buzzard's Rock, the Patterson Viaduct, and the Tarpeian Rock, accompanied by a short description of each, which we annex. They may be had at 111 Nassau street.

The Carrollton Viaduct is the first prominent object which attracts the attention of the traveller in his route to the west—and, which for its beauty, solidity, and extent, is unrivalled in this country. The wing, wall, and abutments are laid upon a solid rocky foundation. The viaduct is three hundred and twelve feet in length, and sixty-three feet nine inches in height, span of the arch eighty feet and three inches, travelling path is twenty-six feet six inches in width. The whole viaduct is composed of dressed granite, finished in a manner which combines the essential requisites of every mechanical work; beauty, simplicity, and strength.

The granite used in the construction was principally obtained from the quarries in the neighborhood of Ellicott's Mills.

Buzzard's Rock takes its name from the fact that those birds have built their nests and hatched their young on its summit in perfect safety, it being about two hundred feet above the bed of the river. The scenery about this rock is wild and romantic, and but few travellers look upon the stupendous work, without feeling a degree of admiration for the energy and untiring zeal manifested by the constructors of the great road which is to insure prosperity to Baltimore.

The Patterson Viaduct is the most extensive on the Rail-road, so far as finished, by which, the road crosses the Patapsco. This immense structure is common with the other viaducts, is composed of the granite drawn from the quarries above spoken of. It is three hundred and seventy-five feet in length, the width of the road surface is upwards of twenty-eight feet. The two centre arches have each a span of about fifty-five feet, and rise fifteen feet above their chords. The small arches at each side of these are intended for the country roads which pass through them, and in case of a freshet, will afford an additional passage for the increase body of water. The most striking feature in the construction of this

bridge is the peculiar style of architecture appropriately denominated "rustic work" by which the surface of the stones which compose this work, remains in the rough and rugged state in which they come from the quarry, while those parts which come in contact are accurately finished. This novel style is in admirable accordance with the rapid stream over which it is thrown, and the wild and romantic scenery by which it is surrounded.

The Tarpeian Rock is a laborious cut through a solid rock, situated a few hundred yards beyond the Oliver viaduct. It received its classic name many years before the rail-road was contemplated, and was always much resorted to, by company, on account of the picturesque view from its summit. Since the cut has been made through this rock, it has been looked upon as a curiosity, and is much resorted to.

Gentlemen having the superintendence of Rail-roads now completed or constructing, will greatly oblige us, and aid in the success of our Journal, by communicating at an early period the condition and prospects of the work under their care—the mode of constructing—materials used—width of track, and shape of Rails, together with other particulars which may be of use or interest to those who seek information upon the subject.

ANTICIPATED.—We were not a little surprised, a day or two since, in looking over our exchange papers, to find that ours was not the only publication devoted to the same cause.—We had never heard that there was another Rail-road paper published; but were pleasantly disappointed on beholding "The Rail-road Advocate," a co-worker in the great cause—a quarto semi-monthly paper, published at Rogersville, Tennessee, conducted by an Association of Gentlemen. We are obliged to them for the 12th number of their interesting "Advocate" of Rail-roads, and shall be still more obliged if they will send us their back numbers, as we have ours to them.

"Whole Pigs."—Two last spring's pigs, only eight months and twenty-three days old, were slaughtered last week by Capt. Samuel Bradley, of Wolcottville, one of which weighed, when dressed, 369 pounds, the other 310. Capt. Bradley informs us that he was in the habit of frequently giving them charcoal with their food. Who can beat this?—[Litchfield Inquirer.]

Similar instances of lusty porkers are not uncommon in the interior of our country. Who, then, will refuse to aid in the construction of Rail-roads, that they may be brought to market at so cheap a rate that we of this city may have pork with our cabbage, and our country friends be enabled to raise cabbage to eat with their pork.

INTERNAL IMPROVEMENT—ITS BENEFITS.—By the facilities for transportation on the Baltimore and Ohio Rail-road, wood has been kept down in Baltimore to 5 and 6 dollars a cord, while in New-York and Philadelphia, at the same time, it has been up to 12 and 16 dollars.

We have been disappointed in obtaining for this number the necessary information to give a fair statement of the advantages which would result from the construction of a Rail-road from this city to Albany, on the east side of the Hudson. We are particularly desirous to obtain the statements, which were made at a meeting we believe held in Dutchess county, of the amount of transportation which would naturally pass upon a Rail-road on that route. Any gentleman possessing those statements will oblige us by their communication.

RAIL-ROAD FROM NEW-YORK TO ALBANY.—Annexed we give the proceedings of a meeting held at Amenia, Dutchess county, the fore part of last month, to take into consideration the expediency and practicability of constructing a Rail-road on the east side of the Hudson River, to connect the cities of New-York and Albany, and to adopt measures relative thereto. Delegates were present from New York city, from the counties of Rensselaer, Columbia, Dutchess and Westchester, N. Y.; from Berkshire county, Mass.; and from Fairfield and Litchfield counties in the State of Connecticut.

Albro Akin, Esq. of Dutchess, was called to the chair, and Abraham F. Holdridge, Esq. of Columbia, appointed Secretary. The account of the proceedings says—

The Delegates present stated, that, owing to the

inclemency of the weather, and other causes, a large proportion of their colleagues, who had been appointed to attend, were deprived of the ability.

The objects of the meeting having been stated, a Committee was appointed to draft resolutions expressive of the views, who reported the following, which were unanimously adopted:

Resolved, That this Convention view with deep solicitude the proposed establishment of a Rail-road between the cities of New-York and Albany, on the easterly side of the Hudson river, believing that it will not only promote the Agricultural and Manufacturing interest of the region through which it would pass, and be highly beneficial to the cities which would be the points of termination, but afford an ample remuneration to the capital employed in its construction. It would open a way from our great seaport into the interior, for four months in the year, during which the navigable waters are closed.

It would thus keep up among us the transportation of merchandize, and the interchange of commodities throughout the year, without cessation, and consequently render the demand for labor, in all the departments of industry connected with transportation constant.

It would bring all the places along its route, which are now shut out from the advantages of commerce, near by a sea port and market.

And it would necessarily lead to a nearer connexion and more constant intercourse with New England, from all the western parts of which, their various agricultural products, their manufactures of cotton and wool, and their marble, lime, iron, and other minerals, would pass speedily and continually to our cities, for sale or export.

Resolved, That we cannot doubt the ready acquiescence of the Legislature of this enlightened State in granting such an act of incorporation for these objects, as, while it might abundantly protect the rights of others, would furnish inducements for the investment of capital in this enterprise.

Resolved, That we are equally confident in the good feelings of our brethren in other parts of the State, who have been materially benefitted by the appropriation of public funds in works producing great local advantages, and we look to them for their support in our proposed application.

Resolved, That the members of this Convention will use their individual exertions, and procure the co-operation of their townsmen, in endeavoring to obtain from the Legislature of this State at their approaching session, a charter for the object in view.

Resolved, That we recommend to our fellow-citizens of Massachusetts and Connecticut, to endeavor to obtain from the Legislatures of their respective States, correspondent charters for branches to connect with the proposed route, believing that such branches would afford important avenues for the products of their industry, and prove highly beneficial to the stocks of the incorporation.

Resolved, That a committee of one from each town represented in this convention, be appointed to form a general committee of correspondence, and to adopt such other measures, as may appear calculated to advance the objects of this convention, with power to increase their number by the addition of one from each town interested in the route but not represented.

The following suggestions, upon the subject of Rail-roads through the streets of New-York, are from the pen of a gentleman who has reflected much upon the subject, and whose opinions, as we have already shown, are entitled to great respect:

To the Editor of the American Rail-Road Journal:

Sir,—In my late short communication to you, I have merely asserted my full confidence in the practicability of my project, without going into any details on the mode of construction.

My plan is to erect single posts on each side of the street in immediate contact with the curb stone.—These posts to rise ten or twelve feet high from the level of the pavement, and to be placed at such distances from each other as will ensure stability to the rails fixed thereon, which may be either single or double; I should, however, prefer double ones as being most out of the way. The posts, if thought necessary, may be housed, but, I am inclined to believe, the pine from South Carolina or Georgia may be made sufficiently durable by burning and thereby

charing the lower ends, and if thought necessary, by boring also.

In passing through the lower part of Broadway it will become necessary to elevate the rails in order to preserve the necessary approach to a level.

Hoboken, Jan. 23, 1832.

JOHN STEVENS.

The following letter has been inadvertently omitted until the present number. It however loses none of its interest by delay. We shall be pleased to hear often from the same source:

GREENBUSH, JANUARY 9, 1832.

To the Editor of the Rail-road Journal:

Sir—Enclosed you will find the amount of my subscription to your interesting and useful paper.—

At a time like the present, when Rail-roads seem to promise all the benefits to our country that can be anticipated from this novel mode of conveyance, such a work is almost indispensably necessary.

As I have been engaged on the Schenectady and Saratoga Rail-road almost from the time of its commencement, some information relative to the progress of that work may not be uninteresting to you. The entire length of the Road with the exception of a few miles, is completely graded and ready for the reception of the rails. On one section, the stone blocks are laid nearly throughout its whole length, and had it not been for the premature arrival of winter, the work would have progressed to a degree scarcely anticipated by its most sanguine friends.

It is presumed that by the first of July next, it will be sufficiently completed to admit of the conveyance of passengers and freight.

As both Ballston (through which place the Road passes) and Saratoga are the annual resorts of thousands of the "beau monde," as well as of invalids, the Road can depend upon an overwhelming amount of conveyance during the summer months. Doubtless numbers (who have never before visited those places) will, on account of the reduced rate of travel, be induced to take a "trip to the Springs," where they can have so good an opportunity of witnessing the successful application of those scientific principles which have wrought such wonders in England, and are now rapidly being introduced into our flourishing country.

As I shall be at leisure this winter, I shall take pleasure in forwarding you such information respecting Rail-roads as I think interesting to you.

Respectfully, yours, &c.

L.

The following letter is from a source which renders it alike gratifying to us, and its suggestions worthy of the attention of those engaged upon or interested in Rail-roads. We shall look for more of equal interest from the same able pen:

BALTIMORE AND OHIO RAIL-ROAD, JAN. 16.

To the Editor of the Rail-road Journal:

DEAR SIR—Accident threw in my way a day or two since the 2d number of your Journal. I can express the satisfaction a perusal of it afforded to myself and to others in no better way than by enclosing \$6, and requesting you to consider Mr. R. G. B., and myself, subscribers from the commencement of the work.

The tendency of your publication, if aided and supported, as I feel no doubt it will be by a liberal public, cannot fail to be highly serviceable to the cause of Rail-roads. Something of the kind has for a long time appeared necessary as a means by which the variety of information connected with this subject, might be collected and disseminated. Rail-roads, unlike other means of Internal communication, have various modes of construction. Canals and turnpikes differ very little under any circumstances. But you will scarcely find two of all the numerous projects of Rail-roads now in progress in this country, whose construction is after the same plan.—Even on the same work a variety of modes is sometimes used—as, for instance, upon the Baltimore and Ohio Rail-road, where four different methods of construction, or more definitely, of laying the rails, have been pursued.

If Engineers or other persons feeling sufficient interest in the matter, were to make communications from time to time, imparting such information in re-

lation to the work on which they may be engaged, as would lead to a knowledge of the manner of its construction, noticing defects, suggesting improvements, and, in a word, giving any statements which might be deemed valuable, a fund of information would be collected, and through your useful paper disseminated, that would lead to results in the Rail-road department of Engineering, highly important and advantageous to the public.

I may, in accordance with this view, offer you occasionally some matter for publication relative to the important work on which my services are now engaged.—Wishing you every success, I am very respectfully,

R.

RAIL-ROAD MEMORIALS.

The proceedings of divers inhabitants of the City of New-York, on the subject of a Rail-road from the City of New-York to the City of Albany.

At a Meeting of the inhabitants of the city of New York, held at the Bank Coffee-House in the said city, on the sixth day of January, 1832, to take into consideration the feasibility and propriety of making a Rail-road from the city of New York to the city of Albany, on the eastern bank of the Hudson river, Dr. DAVID HOSACK was called to the Chair, and JAMES SMITH, Esq., appointed Secretary.

The object of the meeting having been stated, it was Resolved that it was practicable, and would be highly beneficial to the people of this State, to construct a Rail-road on the eastern bank of the Hudson river, from the city of New York to the city of Albany. Whereupon, John Slidell, James Smith, and Elijah Paine, were appointed a Committee to draw up a Memorial to the Legislature of this State, for a charter for said road, which Memorial should briefly state the advantages that would arise from the road in question.

Resolved, also, That the said Committee make their Report in the premises, on Friday next the 13th day of January inst. at 4 o'clock, P. M. to which time the meeting adjourned.

Friday, January 13, 1832, the Meeting met pursuant to adjournment, when Doctor HOSACK resumed the Chair. The minutes of the preceding Meeting having been read and approved, the Committee appointed to draw the Memorial to the Legislature made their report in the premises and the same was read. After which it was Resolved that the said Memorial be approved of, and that a Committee be appointed to present the same to the Legislature of this State at its present session, and to solicit a charter pursuant to the prayer thereof.

DAVID HOSACK, Chairman.

JAMES SMITH, Secretary.

To the Honorable the Legislature of the State of New-York, in Senate and Assembly convened:

The Memorial of the President, Directors and Company of the Highland Turnpike, and others associated with them, respectfully represent—

That the said Company was chartered by your honorable body in the year of our Lord, 1806, and that a short time after they had become organized, and had expended a large sum of money in making a portion of their road, steamboats were introduced and so far engrossed the travelling between the cities of New-York and Albany, as to render the aforesaid charter of no value, and as to occasion an entire loss of the capital already invested upon the said road. That your memorialists do now consider that a Rail road between the cities of New-York and Albany upon the banks of the Hudson river, would be an object of great public utility, and one by which the interests of the principal part of the inhabitants of this state would be materially promoted; that the route in question has many decided advantages over any other which has been proposed, as well in respect to the construction and operation of the road as to the general benefit to be derived from it; and they beg leave to enumerate some of the reasons which occur to them in support of this position.

It is agreed that nothing is more important in the construction of a Rail-road, than a dead level, and that this advantage can only be obtained on the margin of the river. With such a route, many of the expenses of reducing hills, filling up valleys, of deep cuts, and of stationary engines, are avoided.—That the general course of the Hudson, and the character of its shores, banks, and inlets, are considered by your Memorialists as presenting no obstacles to the work in question; but rather (by the facility with which they may be overcome,) as giving this a decided preference over any other route. In a climate like ours, the frequency of snow storms and severe frosts in the winter season, forms a serious objection to a Rail-road constructed in the late-

rior of a country, where high banks or deep cuts must often be unavoidable. The trenches thus formed are sure to be filled with snow, and there being no place to which it can be removed, the road will often be obstructed and travelling be suspended at the very season of the year, when the facility of rail-road transportation would be chiefly required. These objections are obviated on the proposed route: here there would be no valleys or deep cuts, and the snow which might fall upon the road, could be readily thrown into the river. A Rail-road from New-York to Albany will be principally required after the frost has closed the navigation of the river. While it remains open, it is presumed that produce can be transported cheaper by water, and that travelling would chiefly continue to be performed by steamboats. The proposed road, therefore, will not prejudice, but rather benefit the proprietors of sloops, decks, and steam boats; and while the navigation of the river should continue closed, the inhabitants residing on both sides of it, might avail themselves of a Rail-road upon its margin, and thus be in some measure indemnified for the suspension of navigation. Whereas your Memorialists insist that if a Rail-road (between the aforesaid cities) should be constructed some thirty or forty miles east of the Hudson river, only a small part of the inhabitants of this state, would derive any benefit from the same. Those residing in the counties on the west, and in the towns and villages immediately on the east side of the river would seldom if ever travel upon it. The proposed eastern route might indeed accommodate travellers passing from the city of New-York to Albany, or vice versa; but it would afford no facilities to a majority of those who reside in the intermediate counties, while the river route would be convenient for ninety-nine hundredths of those who pass to or from the capital in the direction of the city of New-York. There are, as your Memorialists believe, very few travellers permanently residing on the proposed eastern route, compared to the number of those inhabiting the banks of the Hudson; and with respect to produce, the country through which it would pass furnishes no important articles, such as coal, plaster of paris, &c. The farmers and manufacturers residing on it, are situated between two navigable rivers, the Hudson and the Connecticut, and all their produce is now brought to the city of New-York on one or the other of those rivers, at a less expense than could be afforded by Rail-road transportation. Before the frost closes the navigation of those rivers, all produce (which has not been reserved for consumption during the winter) has been sent to market, and the farmer has nothing in addition to sell until the severity and length of the winter is ascertained. But if any portion of the freight or produce which now comes to the city of New-York on either of those rivers, could be withdrawn from its usual channels and be transported at even the same expense on a Rail-road, what advantage would be gained by it? It would only give to the proprietors of a new and unnecessary mode of transportation, a fair per centage for money uselessly expended, while it would impoverish and injure every owner of sloops, docks, dwelling houses, store houses, and tow boats, upon either the Hudson or the Connecticut rivers—it would benefit very few, while it would seriously injure very many of the constituents of your honorable body. Whereas if erected on the margin of the river, without injuring any, it greatly tend to the general convenience of this community.

It would form a connexion with the great Rail-road that may be brought from the west into the thrifty towns of Catskill, Newburgh, &c. &c. It would, while the Navigation of the river is closed, enable the Delaware and Hudson Canal Company to transport to the city of New-York, any quantity of coal from their great place of deposit at Bolton, where it can, until required, remain yarded without expense.

It would enable the state of New-York to transport from Sing-Sing to market, large quantities of marble, which are required faster than it can be delivered, and which trade is wholly suspended while the river remains closed.

It would enable all owners of produce brought to any of the market towns on the river, or remaining in market vessels or tow boats overtaken by the ice, to carry the same forthwith to market, and also to get from the city such articles for the winter's supply, as an early frost may have prevented dealers or others from obtaining.

It would, in the winter season, greatly facilitate the intercourse between the cities of New-York and Albany, and all of the intermediate towns and counties.

It would be much preferred by all travellers, to a route in the interior of the country, because being a dead level, the danger of all stationary engines would be avoided; and because, also, the road would pass through many populous towns and villages, where the comforts of travelling and the means of providing for the reparation of Rail-road accidents could be readily obtained.

Your memorialists do further represent, that they are induced to believe that three millions of dollars will be sufficient to defray the costs and expenses of constructing the said road on the margin of the river, and they submit to your honorable body, that inasmuch as the Highland Turnpike Company have already certain vested rights in respect to their said road, and have greatly suffered by the means herein first above mentioned, that they are entitled to the favorable consideration of the Legislature in regard to the present application.

And they therefore pray that a charter may be granted to your memorialists, by the name of the Hudson River Rail-road Company, for constructing a Rail-road from the city of New-York to the city of Albany, on, or adjacent to, the eastern bank of the Hudson river, with a capital of three millions of dollars, with power to increase the same to any sum not exceeding four millions, giving to them such privileges and advantages, and subjecting them to such regulations and restrictions, as to your honorable body may seem meet.

And your memorialists, as in duty bound, will ever pray, &c.

To the Honorable the Senate and Assembly of the State of New-York.

The Memorial of the undersigned citizens of the State of New-York, residing in the City of New-York, and in the Southern and Western counties of said state, respectfully represents.

That your memorialists have associated themselves with a large number of their fellow citizens in the several counties aforesaid, for the purpose of applying to your Honorable Body for an act of incorporation, authorizing the construction of a Rail-road from the City of New-York, or its vicinity, through the Southern counties of the state, at as great a distance from the Erie Canal as the topography of the country will admit, to the Chemung Canal, in the town of Elmira, and county of Tioga, with power to construct branches to the borders of each county through which it may pass.

Your memorialists need not press upon the attention of the Legislature the manifold advantages which would result to our commercial metropolis and to the country at large from the establishment of such a line of conveyance through the country in question. Owing to the early establishment of important roads in the more northern counties, and their proximity to inland waters, their early settlement and increase in wealth has been greatly accelerated, and these primary advantages have been greatly increased by the construction of the Erie Canal, a work of unrivalled utility, which, while its construction imposed equal burdens and responsibilities upon the Southern counties, has tended to lessen the comparative value of their lands and labor, and thus to affect unfavorably every department of their industry. So soon as this great work had been brought to a completion, a sense of justice induced the proposition for opening a great road to Lake Erie for the relief of these counties, and their inhabitants indulged the hope of enjoying, in some degree, the benefits derived by their more fortunate fellow-citizens from an unexampled expenditure from the public Treasury. It is not the design of your memorialists to inquire into the causes which have hitherto rendered all such hopes delusive; but to urge upon the consideration of your Honors the important fact that these counties are now to a great extent deprived of a market in their own State, and forced to convey their productions through hazardous and uncertain channels to the markets of Baltimore and Philadelphia; and if new outlets are about to be opened to a small portion of these citizens it is in a direction contrary to the market sought, and must be attended with an expense which will greatly affect the net value of their productions, and lessen the rewards of their industry. Owing to the want of proper communications, large and valuable districts in this region still remain to a great extent uncultivated, which, by the aid of Rail-roads, are capable of adding millions to the wealth and resources of the State.

Your memorialists feel it incumbent on them to draw the attention of your Honorable Body to the importance of a communication by Railway through the counties aforesaid, as connected with the permanent interests and prosperity of both city and country, in affording a certain and speedy mode of transport for property and persons at those seasons of the year in which our canals and rivers are frozen, and our roads rendered impassable by excess of moisture. Our great seaport would, by this means, maintain an active business in winter, like that enjoyed by our more southern cities. Our farmers would dispose of their surplus products to the best advantage at a season of leisure, and, thus assisted, could bring a larger number of acres under profitable cultivation. Our manufactures would spring up in places now unknown and flourish unshackled by the restrictions which winter imposes. Our trading and mercantile classes would be enabled to multiply their exchanges and the advantages and productiveness of active capital be increased. Beyond all this the resources of our common country would be greatly multiplied, and its strength in time of war be augmented to an extent which is greatly beyond the range of our ordinary conceptions. In no part of our country could arsenals and depots be established with so much advantage, and from no other position could military force or supplies be thrown in such various directions, and upon so many important points with celerity and effect as from the region contiguous to this route.

But your memorialists cannot conclude, without alluding with much interest to the benefits which the inhabitants of our Atlantic cities may hope to enjoy from the establishment of such a Rail-way, which, by means of short branches, shall have an access even in the most inclement seasons to the rich coal beds of Carbondale, and to the extensive fields of bituminous coal which are found near the termination of the route. By this means a profitable tonnage will not only be secured, but we may hope that the distress among the poorest classes in these cities, which in winter so often occurs, will, in a great degree, be prevented.

Your memorialists, in view of these and numerous other considerations which will suggest themselves to the wisdom of your Honorable body, respectfully solicit an act of incorporation upon principles which will demonstrate that important internal improvements can be as efficiently and liberally patronized by state authority, when located in border counties as when leading through the central districts of a state.

And your memorialists, as in duty bound, will pray, &c.

To the Honorable the Legislature of New-York, &c.

The subscribers, inhabitants of the County of New-York, respectfully represent:

That the excellence of the harbor of New-York; its easiness of access; and, more especially, its uninterrupted navigation, at all times and seasons, and during every period of the year—has constituted the city of New-York the great depository to which are freighted the productions of every quarter of the globe, to be distributed, in exchange, for those of our own state and of the greater portion of our continent. A very considerable, if not the principal, part of the personal intercourse and correspondence of foreigners with the North American region, is also directed, by these advantages, through the channel of the same city.

This our great mart, so easily approachable by foreigners, their merchandise, and their manufactures, was, to a vast majority of our citizens, living in the interior of this and of the surrounding states, only accessible at a heavy expense of time and labor.

The Erie and Champlain Canals have remedied this evil to a considerable extent; but they have, of necessity, been constructed so as to pass only through the more northern sections of our state. The waters of these Canals, and of that part of the Lakes and of the Hudson River with which they are connected, consequently become frozen at a very early, and as continue for an extended, period of the colder seasons of the year. At the junction of the Great Canal with Lake Erie, the latter remains blocked up with ice some time after the Canal is open to navigation: thus is the interchange of our own western interior, and of the western states, with the port of New-York, entirely suspended for a period of from three to five months, or more, in the year.

To counteract, as far as practicable, so very serious an interruption to the Commercial Relations of our State, and of our Country, it becomes extremely desirable to connect the port of New-York with a more Southerly part of Lake Erie by the means of some direct and immediate communications through the Southern section of the State, which will not be liable to obstruction from the severity of the climate, in any degree, or in so great a degree, as are the waters of a Canal.

This your Memorialists believe can be accomplished by the construction of a Rail-road, which will not only remedy in part, or altogether, the evils complained of, but will also afford the greatest facilities of active and social intercourse and correspondence.

Your Memorialists therefore pray for the passage of an Act incorporating a Company with a capital of six millions of dollars and the right of extending it to ten millions of dollars, for the construction of a Rail-road from the City or County of New-York, or from the western side of the North River, at or near the southerly line of the State in the County of Rockland, to that part of Lake Erie lying between the mouth of Catskill Creek and the Pennsylvania line; together with a branch to the Albany River; and also, for the establishment of a Ferry across such part of the North River as the route of the main Rail-road may pass over; with the liberty, also, of constructing a branch Rail-road to the Southerly line of the State in the County of Rockland.

NAVIGATION OF THE MISSISSIPPI.—Captain Shreve has been several years employed in clearing away the snags, &c. that obstruct the navigation of the Mississippi, and other rivers at the west. During the present year, he has removed 2365 snags from the bed of the Mississippi, and since he has been in this employment, he has cut two channels, so as to turn the whole current of the river, and shorten its length nearly 50 miles. And all this has been done by steam power. From the bottom of the Ohio, logs, roots, &c. have been taken in numbers almost beyond credibility.

We have been politely furnished, (says the Frederick, Md. Examiner,) by the Agents of the Rail-Road Company at this place, with the following statement of the amount of produce forwarded from the Depot since the 1st inst. A similar statement will be regularly published, made up to Tuesday evening of each week.

	Tons.	Cwt.	gr.	lbs.	Bbls.	Flour
January 2	39	5	0	24	390	
3	26	8	3	14	262	
4	17	1	2	19	167	
5	34	11	1		331	
6	41	9			411 1.2	
7	44	6		4	459 1.2	
9	36	19		16	404	
10	37	11	2	12	352	
11	27	5	1	4	262	
12	45	8	3	12	371	
13	52	14	2	12	511	
14	51	6	2		532	
16	55	16	1	12	549	
17	54	4	3	8	538	
					5540	

MISCELLANEOUS.—37 cwt. pork, 8 bbls. whiskey, 16 boxes of candles, a lot of carpeting woollen yarn, buckskins, &c. 24 bbls. of tallow, 15 bales of ox-horns, 41 bags of rye, 1 bbl. of brandy, tobacco, 850 bush. of shorts, 100 bush. corn, &c. with a large amount of miscellaneous articles. 2 boxes lime.

The passengers transported from Jan 1st to the 17th inclusive, excluding those in the employ of the company were 500.

The daily receipts of the Rail-road Company amount to \$350.

ALBANY AND NEW YORK RAIL-ROAD.—Mr. Adams: I forward to you a copy of resolutions adopted by the citizens of this town, on the subject of the Rail-road now in contemplation between the cities of New York and Albany, with the hope that the citizens of adjacent towns in this county may co-operate with us.

In behalf of the Committee of Correspondence,

Salisbury, Jan. 16, 1832. SAMUEL CHURCH.

At a meeting of a number of the inhabitants of the town of Salisbury, held at the Town Hall, in relation to the contemplated Rail-road between New-York and Albany, on the 23d day of November, 1831, John M. Holley, Esq. was chosen Moderator, and Albert Moore, Clerk. The following votes and resolutions were adopted:—

Resolved, That it is expedient that a Rail-road be constructed from the city of Albany to the city of New York, to pass through this town—and that we will afford to the accomplishment of this object every reasonable exertion.

Voted, That a Committee of Correspondence be appointed, to consist of John M. Holley, Samuel Church, Elisha Sterling, Lot Norton, Martin Strong, and Frederick Plumb.

Voted, That a committee of one person in each School District be appointed to ascertain the amount of tonnage in their respective districts, and report the same to the adjourned meeting.

Voted, That this meeting be adjourned to the first Monday of January next.

Monday, Jan. 2.—The meeting opened according to adjournment. The committee appointed to ascertain the tonnage of this town, reported the same to amount to 3674 tons.

Voted, That the Committee on Tonnage be directed to ascertain the number of passengers in this town to and from the city of New York annually; also, to and from the city of Albany annually; and report the same to the Committee of Correspondence,

appointed for this town at the Convention lately held at Loedeville, N. Y.

Voted, That a Committee of seven be appointed, to unite with committees to be appointed by neighboring towns, to prepare and present a petition to the Legislature of this State, for an act of incorporation relating to said Rail-road. John M. Holley, Elisha Sterling, Samuel Church, Lot Norton, Eliphalet Whittlesey, Jared S. Harrison and John C. Coffing, were appointed on said Committee.

Voted, That a permanent Committee of Correspondence be appointed, with power to call meetings at their discretion. Samuel Church, John M. Holley, and William C. Sterling, were chosen on said committee. ALBERT MOORE, Clerk.

Rail-road to the Ohio Canal.—A meeting was held at St. Clairsville on Monday last, for the purpose of petitioning the Legislature of Ohio to incorporate a Company to make a Rail road from the Ohio river to the Ohio Canal. The Meeting was attended by a number of citizens from different parts of the county, and a memorial which had been prepared by a committee previously appointed, was read and adopted.

There can be no doubt but a company will be incorporated and we sincerely hope the work will be speedily executed. The advantages that will result from it are daily becoming more apparent, and although not yet duly appreciated by all, the project is rapidly gaining friends. The distance from the Lake to the Ohio river by this route will be about two hundred miles less than by the canal. We venture to predict that the business that will be done on it in transporting passengers, produce and merchandise, will exceed the most sanguine expectations even of those who are now its warmest advocates. The ground is so favorable, requiring little or no grading, no expensive excavations or embankments, and the materials for its construction being abundant and cheap, the work will cost less than the same extent of Rail-road in almost any other place; consequently the stock will be profitable, more so, probably than in any other work of internal improvement in the country.—[Wheeling Gazette.]

MISCELLANY.

THE BLIND STRIPLING.

I have no way, and therefore want no eyes;
I trembled when I saw: full oft 'tis seen.
Our mean secures us; and our mere defects
Prove our commodities.

It is a general idea, that variety forms, to those who have the full enjoyment of their senses, the very beauty of life. When we observe any person deprived of the use of a faculty or an organ, we sigh as we think upon the loss which such a being, from such a cause, sustains. Should the fine chord of the ear have lost its due vibrating power, the notes of some beautiful air seem to float upon our own sense, while we grieve to know the tones cannot be received by him who stands a man amongst us. When a friend's eye is as colourless as an alabaster urn without its flame, we look at the landscape through our own tears.

Yet, after all, a considerable part of our enjoyment arises from education and association of ideas. We must be schooled into a knowledge of the sublime and beautiful.

Some few years ago (this is the way, we believe, most stories commence) there lived a lad in the county of Devon, in England. He was born blind, and yet remarkably lively, and although he had an intense anxiety to have the surrounding waters, woods, and meadows, depicted upon his cloudy visions, still he was never dissatisfied. If he heard a bird rise from the earth in order to shake the dew from her feathers and get her wings polished in the sun beams, he would mimic her song and then laugh at his own skill. He had learned every song contained in the budget of an old soldier, who bore about with him a wooden leg with which he beat time, and an ill rosined fiddle with which he spoiled it.

In every happy circle, the blind boy's merriment was to be observed; and his frankness always secured for him a boon companion and kind guide.

He had two sisters, who were singularly affectionate and attentive; and he returned their love by considering them as the very pillars of his strength and the comforters and instructors of his mind. When the lad felt the warm wind flutter about his hair, he would ask the maidens about this cheering essence from the All Merciful. And then would they tell him of the exquisite power of this wind, and try to make him understand how it

moved over the tops of the forest and skimmed along the grass, heralding fruits and flowers. If he held up his face in the open air, to catch the light which appeared to him to tremble upon his features, the sisters spoke of the mighty orb which sends a blessing before it in the morning, and leaves another at twilight ere it has kissed the ocean.

It is well known that the scenery of the county of Devon is highly picturesque; and as it was the case that the maidens had good sense and were nice observers, the sensitive young man drank in their explanations with delight. These things continued until he had almost attained to manhood.

His parents were recommended to apply to an eminent surgeon for advice, as to the value of an operation upon their son's eyes. The information they received was delightful: it plainly appeared that sight might be given! "Joy, joy!" said the blind one, jumping up and clapping his hands together repeatedly, "joy, joy—then I shall see hedge-flowers like those which my dear sisters have put into my hands. I shall know the birds I have heard sing. I shall view the moon and the planets which are above me."

He readily submitted to the pain which was caused by the operator's instruments. It was necessary to put a slight bandage across the eyes immediately after the skilful surgeon had done his work. But the time came when it was to be removed.

At the earnest request of the sisters, the patient was taken to a spot which was supposed to command the finest scenery for many miles round. The light was trembling upon the water. The butterflies were flirting about. The sheep hardly shook their bells. Everything spoke of pleasure, comfort, and the glory of nature. A happy group hung about the anxious boy, ready to enjoy his exclamations of delight.

When all things were nicely arranged, the covering was withdrawn from the eye. And the searching light traced a way through the delicate retina:—

"'Twas strange! He stood, but for a moment only, like an embodied Grecian statue, and as if to receive and yet contend against the overpowering beauties which were to beam upon him. And it was but for a moment he thus appeared. For, with all the marks of disappointment depicted upon every line of his features, he shaded his eyes with his hands and burst into a violent flood of tears. Nor could he now be comforted. His favorite sisters redoubled their efforts to please, and all who loved him tried to drive away the sad spirit which had spoiled his gaiety and taken possession of his heart. It was not to be accomplished. He could hardly be got to speak to any one. Yet he would often sigh.

Day after day he pined; and even the stars saw his sorrow. Melancholy left the throne for consumption; and death soon sealed up the eyes of this once happy stripling of the county of Devon.—[Feathers from My Own Wings.]

[From the Philadelphia Gazette.]

We give the annexed extracts,—from the letter of J. J. Audubon, Esq. the Ornithologist,—which were omitted on Saturday. The amphibious habits of the rattlesnake at the South, are certainly novelties in the history of that species of serpent.

"I have discovered a most extraordinary fact in the habits of the rattlesnake which abounds in this country;—it is no less than that the reptiles swim across the salt rivers which divide in a continued line the main, from the sea islands;—swimming in some instances, fully one mile. I have indeed heard the dubious assertion that they coiled themselves on the water, on being approached by a man, as they do on land, without sinking. This I prefer to see, before I can believe.

When we leave this I proceed to Indian River, the whole of which, with its tributaries, I must explore. I intend to be employed thus, about two months.

I design, if possible, to go in the U. S. schooner now at St. Augustine, up to the head waters of the St. John River, and afterwards to Cape Florida and Key West. If I should be disappointed in this, I shall probably be forced to return to Charleston, and charter a small vessel for that purpose." January 2, 1832.

Husk Mattresses.—Mr. Cobbett is making an effort to introduce the use of husk mattresses, and claims we believe, to be the first to suggest the use of them. Husk mattresses to a large amount, have been made in this city for some two or three years past. They are much esteemed by those who have used them. They are light, comfortable, and cheap.—[Cincinnati Chronicle.]

NEW-YORK AMERICAN.

JANUARY 31, 22, 24, 25, 26, 27—1832.

LITERARY NOTICES.

NORTH AMERICAN REVIEW, No. LXXIV.: Boston.—This number contains twelve articles, on subjects sufficiently varied to suit every taste. We will endeavor to make the extracts we have room for, display the general excellence of the papers whence they are culled.

Observations on Greece, by Mr. Andersen, one of the Secretaries of the American Board of Commissioners for Foreign Missions—furnish the Reviewers occasion to descant upon the benefits that may be derived to the Greeks from the efforts of Americans to further the cause of education in that country.—Mr. Andersen sailed from Boston for Malta towards the close of 1828, with a view of ascertaining, among other things, what kind of efforts it was incumbent on the board that deputed him, to make for the improvement of liberated Greece. In the performance of this duty he visited the Peloponnesus and the Islands; and the little volume which records his observations, is pronounced to be one of "uncommon interest and sterling value."

As to the cause of education and improvement in Greece, and the claims of that cause upon this country, we will let the Reviewer speak for himself:

But why, we shall be asked, all this zeal about the emancipation and the improvement of Greece? Why this enthusiasm to build up, on that particular spot, a free and prosperous State? It is conceded, that the attempt to restore the Greeks to their ancient ascendancy in the world, would be the idliest dream of classical fanaticism. Why then attempt to do anything with them? To these questions, which probably express the feelings even now of a majority of men, on the subject of Grecian affairs, we shall return a brief answer.

We desire, hope, and attempt to promote the improvement of Greece, because a combination of circumstances exists on her soil, which is necessary for the foundation of a free State; and without which such a State cannot be founded. We doubt not there is a soil more fertile in the Sandwich Islands and Australasia. There too is sandal wood, and the bread-fruit, and a tropical climate. There are delightful spots on the shores of the sea of Azof, and beyond the Caspian; and we doubt not a fine territory for a settlement might be selected in the interior of Brazil, without encroaching on Dr. Francia. But this is not enough to create the foundation of a State. There must be a strong moral principle animating the population already existing on the chosen spot, or attracting to it an oppressed and persecuted people looking out, like the fathers of America, for a new abode. Such a principle exists in Greece. The renown of its inhabitants in ancient times enters largely into that principle, though not exclusively. It is not that the Greeks for themselves, or their friends for them, expect to revive the glories of Miltiades and Plato, but the consciousness of treading the very spots, which were trod by these men and their countrymen, and the actual survey of the shores, the mountains, and the rivers immortalized in their writings, or by their exploits—the aspect of the beautiful ruins of the wonderful fabrics of their fathers; the substantial identity of their language with the language of classic Greece; the reaction upon themselves of the enthusiasm of the world around them,—all these constitute a moral principle adequate with other influences to form a bond of union to a people.

What in the name of Heaven, brought our fathers to New England; protected and preserved them here, and built them up into the prosperous commonwealth, of which we are citizens? Was it the inviting aspect of our coast, frowning with its black and inhospitable rocks, except as they were covered deep with wintry glaciers and overhanging snows? Was it the tempting expanse of pine woods; or the weary waste of intervening seas? Was it honor, adventure, or wealth, that attracted the pilgrims? No, but in the utter failure of all the more natural temptations; in a destitution, like that of the tomb, of all the lights and comforts of mere worldly existence, there was a moral principle at the foundation of the enterprise, which piloted the forlorn hope of our fathers across the Atlantic.

It is this principle, which has given vitality to the

cause of Greece at home and abroad: at home, in the hearts of her children; abroad, in the hearts of her friends. This supported her population under the iron mace of the Turkish despotism; and cheered her friends under the sneers and evil auguries of those statesmen, who draw their rules of policy exclusively from the head. Operating in both these ways, it was the indomitable force, with which the war of opinion was carried on and brought to its successful issue in their favor. How few years have passed, since it was currently believed and proclaimed, that the cause of Greece was desperate; that she was already sacrificed and lost! Such was perhaps the general opinion, at the time when the armies of Egypt were raging unopposed through the Morea, the Turkish fleet encircled its coasts, and her wretched inhabitants had no allies, but her enthusiastic friends in Europe and America. In two years, that fleet was annihilated by the squadrons of three great rival powers, which never before all coalesced for one object; those armies, like a congregation of felons, were quietly deported to the banks of the Nile from whence they came; and to this day, and after all the developments, which time and the explanations of Minister and parliamentary inquiries have thrown upon the subject, there is no intelligible solution of the mysterious manner, in which the interference of the allies was begun, pursued, and accomplished, but that which ascribes it to the irresistible agency of the public opinion of the world. That public opinion had its chief foundation in the historical associations of Greece.

God forbid that we should count for nothing the spectacle of a Christian people struggling for liberty, independent of any associations with olden time. Nor do we say, that there is no other natural source of the moral principle, on which a nation is to be reared up. We say only, that the national descent of the Greeks is such a principle. It has sufficient energy for the purpose; that energy has been evinced, and warrants us to look forward, as we do, to the perfecting of the work, which has already so auspiciously begun.

Education will be one of the most efficient agents of its farther promotion. The good which will be effected by spreading the means of education in Greece, is inestimable. There is no moral calculus, by which it can be estimated. A village school on one of the islands; a spelling-book in the recesses of Arcadia; the labors of one judicious teacher in the most humble corner of this field, at the present juncture of the fate of Greece,—taking her affairs at this tide, which is now rolling in, swelling up, and leading her on to civilization, liberty, and long lost arts,—may be the instrument of working out greater good than can be set forth or conceived. The names of the learned Greeks are embalméd in history who fled from their country on the capture of Constantinople, and brought the philosophy and literature of their forefathers into Italy. A like renown awaits the benevolent and pious men, who shall take the lead in carrying back to Greece the improvements of Western Europe and America.

Reform in England is the next article—written before the decision on the bill was known here. It is a sequel to the article in the July number, which excited so much attention on both sides of the Atlantic; and its speculations—which proceed on the assumption that the bill would pass—will be read with even added interest, now that after having been rejected, the same measure substantially is again to be passed upon. The conclusions of the writer—and they are stated with great force—are, that a reformed House of Commons elected after an appeal by the King to the people, "for the purpose of ascertaining their sense" upon the question, must produce essential alterations in the British constitution.—These are topics, however, which, in these notices, we generally seek to avoid—though it is justly enough contended in this case, that the question of Reform in England, is so far an American question, as that our greatest commercial connexions being with that nation, we are deeply interested in all that touches her welfare, and the stability of her institutions. The effect upon our own prosperity, of political commotions in those states of Europe with which we have most intercourse, cannot be more strikingly illustrated than by the fact, now for the first time prominently brought to our notice in this article of the Review,—that owing to the sense of insecurity produced by the Revolution of July in

Paris, "the export of our cotton to France, which in the year ending Sept. 1830, was two hundred thousand, seven hundred and ninety-one bales, sunk in the year ending Sept. 1831, to one hundred twenty-seven thousand, seventy-nine bales, a decline of one-third." How much more calamitous to us would be a state of commotion and civil discord in England?

Pass we to a gentler theme, *The Defence of Poetry*, in which, after introducing us to Sir Philip Sydney, his "Arcadia," and his "Defence of Poetry," the Reviewer descants upon the influence of natural scenery and climate upon the character of poetical composition, with particular reference to the scenery of our own happy and beautiful land, and thus in conclusion exhorts our native poets to sing of national objects, and in a national strain.

We repeat, then, that we wish our native poets would give a more national character to their writings. In order to effect this they have only to write more naturally, to write from their own feelings and impressions, from the influence of what they see around them, and not from any preconceived notions of what poetry ought to be, caught by reading many books, and imitating many models. This is peculiarly true in descriptions of natural scenery. In these, let us have no more sky-larks and nightingales. For us they only warble in books. A painter might as well introduce an elephant or a rhinoceros into a New England landscape. We would not restrict our poets in the choice of their subjects, or the scenes of their story; but when they sing under an American sky, and describe a native landscape, let the description be graphic, as if it had been seen and not imagined. We wish too, to see the figures and imagery of poetry a little more characteristic, as if drawn from nature, and not from books. Of this we have constantly recurring examples in the language of our North American Indians. Our readers will all recollect the last words of Pushmataha, the Choctaw Chief, who died at Washington in the year 1824. "I shall die, but you will return to your brethren. As you go along the paths, you will see the flowers, and hear the birds; but Pushmataha will see them and hear them no more. When you come to your home, they will ask you, where is Pushmataha? and you will say to them, He is no more. They will hear the tidings like the sound of the fall of a mighty oak in the stillness of the wood." More attention on the part of our writers, to these particulars, would give a new and delightful expression to the face of our poetry. But the difficulty is, that instead of coming forward as bold, original thinkers, they have imbibed the degenerate spirit of modern English poetry. They have hitherto been imitators either of decidedly bad, or of, at best, very indifferent models. It has been the fashion to write strong lines,—to aim at point and antithesis. This has made writers turgid and extravagant. Instead of ideas, they give us merely the signs of ideas. They erect a great bridge of words pompous and imposing, where there is hardly a drop of thought to trickle beneath. Is not he, who apostrophizes the clouds, "Ye posters of the wakeless air!"—quite as extravagant as the Spanish poet, who calls a star, a "burning doubloon of the celestial bank?" *Doblon ardiente del celeste banco!*

The spirit of imitation has spread far and wide. But a few years ago, what an sping of Lord Byron exhibited itself throughout the country! It was not an imitation of the brighter characteristics of his intellect, but a mimicry of his sullen misanthropy and irreligious gloom. We do not wish to make a bugbear of Lord Byron's name, nor figuratively to disturb his bones; still we cannot but express our belief, that no writer has done half so much to corrupt the literary taste as well as the moral principle of our country, as the author of *Childe Harold*. Minds that could not understand his beauties, could imitate his great and glaring defects. Sons that could not fathom his depths, could grasp the straw and bubbles that floated upon the agitated surface, until at length every city, town and village had its little Byron, its self-tormenting scoffer at morality, its gloomy misanthropist in song. Happily, this noxious influence has been in some measure checked and counteracted by the writings of Wordsworth, whose pure and gentle philosophy has been gradually gaining the ascendancy over the bold and visionary speculations of an unhealthy imagination. The sobriety, and, if we may use the expression, the republican simplicity of his poetry, are in unison with our moral and political doctrines. But even Wordsworth, with

all his simplicity of diction and exquisite moral feeling, is a very unsafe model for imitation; and it is worth while to observe, how invariably those who have imitated him have fallen into tedious mannerism. As the human mind is so constituted, that all men receive to a greater or less degree a complexion from those with whom they are conversant, the writer who means to school himself to poetic composition—we mean so far as regards style and diction—should be very careful what authors he studies. He should leave the present age, and go back to the olden time. He should make, not the writings of an individual, but the whole body of English classical literature, his study. There is a strength of expression, a clearness, and force and raciness of thought in the elder English poets, which we may look for in vain among those who flourish in these days of verbiage. Truly the degeneracy of modern poetry is no school-boy declamation! The stream, whose fabled fountain gushes from the Grecian mount, flowed brightly through those ages, when the souls of men stood forth in the rugged freedom of nature, and gave a wild and romantic character to the ideal landscape. But in those practical days, whose spirit has so unsparingly levelled to the even surface of utility the bold irregularities of human genius, and lopped off the luxuriance of poetic feeling, which once lent its grateful shade to the haunts of song, that stream has spread itself into stagnant pools, which exhale an unhealthy atmosphere, whilst the parti-colored bubbles that glitter on its surface, show the corruption from which they spring.

Another circumstance which tends to give an effeminate and unmanly character to our literature, is the precocity of our writers. Premature exhibitions of talent are an unstable foundation to build a national literature upon. Roger Ascham, the schoolmaster of princes, and for the sake of antithesis, we suppose, called the Prince of Schoolmasters, has well said of precocious minds,—"They be like trees that shew forth faire blossoms and broad leaves in spring time, but bring out small and not long-lasting fruit in harvest-time; and that only such as fall and rot before they be ripe, and so never, or seldom come to any good at all." It is natural that the young should be enticed by the wreaths of literary fame, whose hues are so passing beautiful even to the more sober-sighted, and whose flowers breathe around them such exquisite perfumes. Many are deceived into a misconception of their talents by the indiscreet and indiscriminate praises of friends. They think themselves destined to redeem the glory of their age and country; to shine as 'bright particular stars'; but, in reality, their genius

Is like the glow-worm's light, the ape as wonder'd at,
Which, when they asher'd sticks and laid upon 't,
And blew—and blew,—turn'd tail and went out presently.

We have set forth the portrait of modern poetry in rather gloomy colors; for we really think, that the greater part of what is published in this book-writing age, ought in justice to suffer the fate of the children of Thetis, whose immortality was tried by fire. We hope, however, that ere long, some one of our most gifted bards will throw his fetters off, and relying on himself alone, fathom the recesses of his own mind, and bring up rich pearls from the secret depths of thought.

We will conclude these suggestions to our native poets, by quoting Ben Jonson's 'Ode to Himself,' which we address to each of them individually.

Where dost thou careless lie,
Buried in ease and sloth?
Knowledge, that sleeps, doth die;
And this security
Is the common moth
That eats on wit, and arts, and quite destroys them both.
Are all th' Aonian springs
Dried up? lies Thespia waste,
Doth Clarus' harp want strings?
That not a nymph now sings!
Or droop they as disgrac'd?
To see their seats and bowers by chattering pies defac'd?

If hence thy silence be,
As 'tis too just a cause,
Let this thought quicken thee,
Minds that are great and free
Should not on fortune pause;
'Tis enough to virtue still, her own applause.
What though the greedy frie
Be taken with false baytes
Of worldly balladry,
And think it poesy?
They die with their conceits,
And only pitious scorn upon their folly waits.

Silliman's "Elements of Chemistry" occupy the next article, and the opinion is pronounced of that book, that, "if the excellence of a work consists mainly in its adaptation to the professed object for which it was written," that of presenting the science in the most intelligible form to those who are learn-

ing its elements, this "is truly one of the best productions on the subject of Chemistry."

Croker's *Bozwell* occupies a large space, but of that so much has already been said in our columns, that we dismiss it with this mere mention. *Griffin's Remains*, and the admirable biographical memoir, are justly praised. The life of *Mary Queen of Scots*, by W. Bell, as prepared for the Family Library, is made the occasion, in the next article, of an exposition of the main incidents in the life of that ill-fated and ill-treated Queen; and of vindicating her innocence. The remaining articles of the number, which we have room only to enumerate by their titles, are *The two Conventions*, *Popular Superstitions*, *Effects of Machinery*, *Military Academy*, and *Encyclopaedia Americana*.

In the January number of the *CHRISTIAN EXAMINER*, is a paper on *Self-Education*, from which we would gladly extract largely, as inculcating with eloquence and effect, the important truth, that, unless a student will work hard himself, all the instruction of schools, and labor of masters is, for any great results, thrown away.

"Education," says this forcible writer,—considered in reference to the grand divisions of man's intellectual and moral nature, is of two kinds:—that which teaches him to know, and that which induces him to be; that which instructs him, and that which improves him: that which makes him a wiser being, and that which makes him a better being; that which fills his mind with light, and that which fills his heart with love; that which opens to him a fuller communion with the intelligence of the Deity, and that which brings him into an ever-increasing conformity to his moral perfections.

Education, further, viewed in reference to the modes in which it is conducted, is of three kinds.

First, there is that which consists of direct instruction, and is communicated by parents, teachers, and in seminaries prepared for this purpose.

Secondly, there is that instruction which is indirect, and consists of the insensible influence of events, and of the condition in which, in providence, we are placed. It is that, for example, which a child sees, when we perceive not him; what he hears, when we are unmindful that he is a listener; what he thinks of us and of our conduct, when we do not think of him; his silent inferences from our modes of life, habits, opinions, likings, and prejudices; the unsuspected influences of our associates and of his own; in a word, all the influence of all the circumstances wherein he is placed, which, though quiet and unsuspected in their operation, are very palpable and decisive in their effects.

And, thirdly, there is that education which the individual accomplishes in and for himself, that self-education, which is the result of voluntary effort and self-discipline.

Of these three modes of education, the first, namely, direct instruction, which is commonly thought to be of the greatest importance, has least influence in the formation of character; the second, or the silent education of events and circumstances, exerts a more decisive influence; and the third, Self-Education, is, on all accounts, the most essential.

A little further on the indispensableness of this Self-Education is thus insisted on:—

There is a vague notion, as has been justly remarked, widely prevalent, that schools, and ampler seminaries, are able, by a power inherent in themselves, to fill the mind with learning; or that it is to be received inertly, like the influences of the atmosphere, by a mere residence at the places of instruction. But this is a sad mistake. Something in this way, doubtless, may be effected. Something may be thus insensibly imbibed. A young person cannot pass his time, for years, in scenes like these, without catching something from the inspiration of the place. Intercourse, conversation, sympathy with his companions, will, without much voluntary effort on his part, convey some information, and mould, in some degree, the habits of his mind. But this, admitting it in its full extent, amounts to but very little. It is, moreover, too vague to be of any practical value. The truth, after all, is, that the most elaborate and manifold apparatus of instruction can impart nothing of importance to the passive and inert mind. It is almost as unavailing as the warmth and light of the sun, and all the sweet influences of the heavens, shed upon the desert sands. 'The schoolmaster,' we are told by one, who, be it observed, is him-

self a prodigy of self-education, 'the schoolmaster is abroad.' The word has been caught up by the nations as prophetic of mighty changes. But the schoolmaster is abroad to little purpose, unless his pupils stand ready in their places to receive him with open and active minds, and to labor with him for their own benefit. And it would be a happier auspice still, for the great cause of human improvement, if it could be said, that men were bent on becoming, each in his several station, their own instructors. If all the means of education which are scattered over the world, and if all the philosophers and teachers of ancient and modern times, were to be collected together, and made to bring their combined efforts to bear upon an individual; all they could do would be to afford the opportunity of improvement. They could not give him a single valuable thought independently of his own exertion. All that could be accomplished must still be done within the little compass of his own mind; and they could not approach this, by a hair's breadth nearer, than access was made for them by his own co-operation. Nothing short of a miracle can teach a man any thing independently of this. All that he learns is effected by self-discipline, and self-discipline is in the mind's own work. We all are, under God, intellectually, the makers of ourselves.

After adverting to the danger, that in the strife to make learning easy and popular, mere superficial knowledge only will be obtained, the writer takes this other view of the evil consequences of such instruction: and with this extract we must leave him.

There is another view of this subject which seems to us to be, at this time especially, worthy of particular attention. It is the influence which the attempts to render every thing popular amongst us are liable to exert on the growth and establishment of a sound, a vigorous, an elevated, and truly national literature. How much this has become a crying want of the country, has been amply shown in a former number of this journal. Indeed, does not our present condition as a people render such a literature vitally necessary? Do we not need it to control our selfish pursuits; to adorn our prosperity; to bridle the lust, and shame the pride of wealth; to rebuke frivolity in all its forms; to raise the tone of public sentiment; to purify the public taste; to neutralize, in some measure, the effects of that dark and portentous bigotry, which is now spreading over the land; to give us 'a name and a praise' among the nations of the earth? We have proved ourselves, confessedly, an active, shrewd, enterprising, and indefatigable people. Our yeomanry are among the happiest, most enlightened, and most efficient of any upon earth. Our commercial enterprise has, almost literally, no limits. The productive arts receive and reward a full share of attention. The various professions meet the claims of society, and will, necessarily, always monopolize a large part of the talent of the country. Natural science, in all its branches, is not neglected, and our mechanical invention has made Europeans, in some remarkable instances, our reluctant as well as ungrateful pupils. Our systems of common-school education, and of religious instruction, are, of themselves alone, monuments of prophetic wisdom and of true public spirit, which place the founders of our republic among the greatest legislators who have lived. But while the immediately profitable and necessary interests of life are thus worthily cared for, and a degree of information more widely diffused in our country, than in any other; it should not be kept out of view, that the higher branches of literature, using the term in its widest extent, have languished for want of culture. More, indeed, has been done, than has been willingly allowed to us; but still it must be confessed, that profound scholars, in every department of learning, are rare. There are comparatively very few, within the compass of our broad land, whose attainments have depth, solidity, and finish. Such, until recently, has been the natural, and, perhaps, the necessary course of things. America, like the Spartan children, was cradled upon a shield; and the din of arms was the only music of her infancy. The cares of subsistence, then, and the more productive arts and professions, received, as they ought, the first attention. But we are now becoming rich and powerful, and it is quite time to lay deep and strong the foundations of intellectual greatness. Let us reverently take counsel of our ancestors in this respect. When the country was yet new, and scarcely a spot in the thick and boundless forest was penetrable to a sun-beam, they, with a meek and sublime confidence in their own virtue and energy, and a holy trust in God, who had divided the waters before them and been the pillar and cloud of their

pilgrimage, founded our colleges and schools, and framed all their institutions, not for themselves merely, nor for any merely temporary advantages, but with reference to a future empire. Their endeavors have, as we have said, been greatly blessed. And it now remains for their children to prove themselves worthy of such sires, by carrying forward and perfecting the institutions which they began, with a wise reference to the improved condition of society. The savage has been driven off. The forests have given place to smiling harvest-fields. The resources of the country are every where developing themselves. Good institutions have gained a prescriptive title to our regard. The fabric of government, we may hope, is settling down to a firmer base, and gaining strength by age. Let us now strive for a better literature, and a sounder learning; for some of the real refinement and grace of life. Let no profligate reviler, with any appearance of truth, again say of our native land,

Mind, mind alone, without whose quickening ray,
The world's a wilderness, and man but clay,
Mind, mind alone, in barren still repose,
Nor blooms, nor rises, nor expands, nor flows.

When that day comes, when we shall neglect all liberal pursuits, because they do not minister palpably and directly to personal advancement, or a sordid love of gain; when the remoter influences of letters and taste on individual character shall be disregarded and despised; when we shall listen exclusively to those political economists, who legislate for men's bodies, but forget that they have souls; when we shall blight, by a cold derision, all generous purposes and high aspirations;—when that day comes,

See mihi vel tellus optem prius ima dehiscat!

the era of our national decline will have begun; our ancestral honors will be our shame and our reproach; ignorance and barbarism will spread over and blight all that endears or ennobles life. We may live for a while, indeed, on the patrimony of which we have proved ourselves unworthy, we may have for a while, a Tyrian or a Turkish greatness, but 'thick darkness will cover the land, and gross darkness the people.'

THE LITERARY REMAINS OF J. B. LADD, M. D. with a sketch of the author's life, 1 vol. 12mo. pp. 228.—New York, H. C. Sleight.—The faithfulness of a sister's affection has now, for the first time, collected and made public, these remains of a youth of high promise, who nearly fifty years ago, at the early age of 22, fell in a duel in South Carolina. The memoir of the life of this young man illustrates forcibly the value and effects of that self-education respecting which we have already given such eloquent extracts to-day. He was wholly self-taught, and that too in spite of all obstacles, and the discouragements of his own family circle. A native of Rhode Island, he raised for himself there so high a character, that when her cherished son, General Green, returned, after the peace, to enjoy at home his well earned honors, young Ladd soon attracted his notice and conciliated his esteem, and finally at his suggestion, and upon the strength of introductions from him, the saviour of the South determined to go to S. Carolina and practise his profession. Accordingly, at the age of 20 he began his career as a physician, in Charleston, and soon became distinguished, alike for his professional skill and literary acquirements, and was proceeding in a route that promised fame and affluence, when a frivolous quarrel, as the memoir states, was fastened upon him; he received a challenge, and, though disapproving the practice, could not reconcile himself to the disgrace a refusal might entail upon him, fought and fell.

These "remains" consist of short poems on various subjects, a fragment of an oration on the 4th July, 1785, delivered at the request of and before Gov. Moultrie, a critique on the style of Dr. Johnson, and some other prose pieces; and, taken, as they must be, as the productions of a very young man, who, in despite of all obstacles, had educated himself, they are of no ordinary promise.

THE BRITISH SATIRIST. C. P. Fessenden, Broad. way.—Without going deeper into the philosophy of the heart, the cause of the popularity of satirical

writings may be found in the familiar couplet of Swift:—

"We laugh our hearts out one and all,
"To see a comrade got a fall."

For however earnestly the moralist may enjoin upon us, that ridicule is no test of truth, it is unhappily the general disposition of men to receive it as such, and join in the laugh against the subject of it. Still it must be admitted, that the literature of no country presents such a body of satirical writings as can compete at all in quantity with those upon other subjects; a fact that is easily accounted for, when we recollect that most satires are local in their application, and from referring to characters and manners that are ephemeral and transient, they must have singular merit to redeem them from oblivion when these have passed away. It is Quintillian, we believe, who claims the invention of this species of poetry for the Romans; among whom the Poet Ennius had the credit of first modifying the scurrilous extravaganzas that formed the preludes of their stage into the shape of a regular poem, and by refining its grossness and polishing its asperity, recommended this species of writing to the men of letters of his time, and the Horaces and Juvenals that came after them. English literature, though it has produced no moral satirist to equal these, is peculiarly rich in satirical poetry; and the volume before us, though it commences with Pope, and consequently excludes, with Butler and Dryden, all who flourished before his time, contains specimens of no less than twelve different poets. Among these are the Dunciad, and Byron's "English Bards and Scotch Reviewers." Perhaps the most attractive pieces just now, however, while Mr. Croker's book is the subject of so much comment in the literary world, are two poems taking off Boswell, by Dr. Walcott, better known as Peter Pindar. The opening lines of the "Congratulatory Epistle" to the Prince of Biegenphers, running:—

"O Boswell, Bozzy, Bruce, whatever thy name,
"Thou mighty Shark for anecdote and fame,
"Thou Jackall leading Lion Johnson forth
"To eat Macpherson in his native north."

are almost as applicable to Mr. Croker, as to him to whom they were addressed,—except that, since Mr. C.'s book got into the maw of the Edinburgh Review, the Eating at the North has been all on the other side. Little did the satirist know how completely his words were sooth when he told Boswell—

"Triumphant thou through Time's vast gulf shall sail,
"The pilot of our literary whale."

But here, again, Mr. Croker might divide honors with Boswell:—

"Thou curious scrapmonger shalt live in song,
"When Death has stilled the rattle of thy tongue."
"Yes, his broad wing has raised thee, (no bad hack)
"A Tom Tit's twittering on an Eagle's back."

"And while the Rambler shall a comet blaze,
"And gild a world of Darkness with his rays,
"Thou too that world of wonderment shalt hail,
"A lively, bouncing Cracker at its tail."

The last line, it will be observed, requires only the change of a letter to make it, literatim as well as verbatim, applicable to Mr. C. These pieces, however, though witty enough, exhibit the usual asperity and want of delicacy of Peter Pindar's writings. Though in his day, the most popular of British satirists, to him least of any them, can these lines, in which Perseus so exquisitely describes Horace, be applied:—

Omne videri vitiis ridendi Flaccus amico
Tanit, et admissis circum precordia ludis,
Callidas excussio populum suspensio naso.

Which might be thus paraphrased:—

Arch Flaccus teased with a subtle art
Of simpering friends each weakness of the heart
Sportive throughout its inmost chambers played,
And food for jeering slyly thence conveyed;
While easy fools were of their faults beguiled,
Exposed their failings and dissected smiled.

The following lines upon Dr. Johnson, by Peter Pindar, as they have never been published in his

works, may not be inaptly introduced among these rambling observations:—

I own I like not Johnson's turgid style,
That gives an inch the importance of a mile;
Casts of manure a wagon-load around
To raise a simple daisy from the ground;
Uplifts the club of Hercules—for what?
To crush a butterfly or brain a grout;
Creates a whirlwind from the earth to draw
A goose's feather or exalt a straw;
Sets wheels on wheels in motion—such a clatter—
To force upon a poor nipperkin of water;
Bids ocean labor with tremendous roar,
To heave a cockle-shell upon the shore.
Alike in every theme his pompous art,
Heaven's awful thunder, or a rambling cart!

Of Pope, since Byron offered to sacrifice himself upon the altar of his fame, it is unnecessary here to speak as of one coming again into fashion. He always has been and always will be read, by those whose taste is not cramped by a fondness for some new-fangled school, or vitiated by the sage for some popular favorite. Just now, however, when poets and players are neither much in fashion, there seems to be a disposition to go back to the masterpieces of their art—the productions of Massinger and Ford, Dryden and Pope. As for Swift, in spite of his pointed wit and biting satire, he will be prevented by his revolting grossness from again becoming a general favorite. A book that one dares not leave lying about a parlor, must sooner or later be found in the libraries of scholars alone. Churchill, strong but coarse, flings the tomahawk of satire so much at random, that in our age of nice manipulation he would be tolerated with as little patience as the unprofessional dissecting of Captain Lawton, by the scientific Dr. Sitgreaves. But we must not attempt here to comment upon all the names that we find in the index of this volume, to each of which by the by there is already a short critical notice attached. Canning we think is overrated by the editor as a poet. The universality of this great man's genius is what most awakens admiration for it, and if pre-eminence is to be claimed for him in any thing, oratory should take the preference. The following lines from his "New Morality" are as applicable to the late commotions in France as if they were written to send hither by the last packet.

We heard by her "of Loire's ensanguined flood
"Choked up with slain—of Lyons drenched in blood,
"Of crimes that blot the land, the age with shame,
"And sickly o'er the hue of Freedom's name."

In conclusion, we have only to remark that this little duodecimo is a clever collection of English satire; though want of room is but a poor excuse for omitting the satires of Young, and not letting the name of the English Juvenal grace the title-page by including the Baviad and Mœviad in the collection.

ORIGINAL SYMPTOMS AND CURE OF THE INFLUENZA.—From the office of the Journal of Health, Philadelphia. This is a treatise touching a malady which few have escaped, and, as it is written with good sense and without any affectation of learning, may be generally read with advantage. We learn from it what was new to us, the derivation of the word *Influenta*. This it seems is a comparatively modern name for the epidemic catarrh, long known to medical men, and was first given to it by the Italian physicians, from the supposition that the disease owed its origin to planetary influence.

LETTERS TO MARRIED LADIES, by Hugh Smith, M. D. is the title of a book of advice to mothers and candidates for the honors of maternity, treating of certain mysterious subjects, of which we must not be supposed to know anything, and shall therefore not comment upon them. The work having gone through three editions, is probably such as Lorde who love their ladies would recommend to them when "as ladies would wish to be who love their lords."

THE WEATHER.—An observant friend has sent us a table of the range of the thermometer and barometer during the first fortnight of this month, which we publish to-day; and shall be enabled, by his kindness, to make a similar publication every fortnight.

If it were merely on the plea that mercy is swifter than justice, we would insert the annexed communication; but in fact, both mercy and justice unite in claiming its publication. Of the volume referred to, the writer of these lines knows nothing, except from the notice of it by another hand, in the *American* of Saturday 14th, and in the severe justice of that notice, judging from the extracts given, he entirely concurred. Of former opinions on the particular pieces to which they related, he is not disposed to retract anything.

[FOR THE NEW-YORK AMERICAN.]

"Feathers from your own Wings."

The numerous readers of the *American* were surprised and almost frightened, a few days since, by the extreme severity of punishment inflicted upon a new adventurer in the paths of literature. We had been accustomed to different feelings by the amiable and forthright character of the criticisms in your paper; and after an attentive examination of the condemned book, to which I was led by friendship for the author, as well as by the perverse curiosity which severe strictures are apt to produce, I am not convinced the "Feathers from my own Wings" are as destitute of beauty and merit, as they who read the opinions of the "American" will be induced to believe.

The weight of authority, as a lawyer would say, is not, after all, against the merits of this book. The pieces of poetry and prose of which it is composed, had, previously to their present publication, appeared in many of our Journals, and will, I think, upon examination, be found not unworthy of quotation.

One of the Journals, which has long controlled my political and literary opinions, speaks thus of some verses by the author, entitled "The Absent Packet Ship": "There is taste, pathos, and simplicity in the annexed lines, from the unknown writer of which we shall be glad to receive future contributions."

This is the opinion of *The New-York American* of the 7th of June, 1826!

On the 30th of June of the same year, I remember to have read, with pleasure, another production of the author, in the well selected pages of *The New-York American*.

The verses in this little work, entitled "A Traveler's reminiscence," were judged worthy of insertion on the 8th of July 1826 in the columns of *The New-York American*.

In the same month, rendered ever memorable by the deaths of Jefferson and Adams, some lines of blank verse, by the author, on the event with which the continent rang from side to side, were introduced to the public by one for whose opinion I shall never cease to feel respect, with the following remarks: "The annexed lines, sent to us by a valued correspondent, express in fitting language the feelings of all hearts on this occasion—an occasion glorious and mournful." These were the remarks of the Editor of *The New-York American*.

In August 1826, I remember to have read another piece by the same author, in the same journal—the same *New-York American*.

And not to crowd your paper with records of equal antiquity, I will conclude this division of my case with one other citation, in which this author, just then commencing a periodical paper, called the *Crystal Hunter*, is thus spoken of:—"A new weekly publication under the title of the *Crystal Hunter* is about to be issued in this city; and having some knowledge of the gentleman who is to conduct it, we take leave to say that he has in several poetical pieces, published in this paper, with the initials G. E. M., evinced much fancy and poetical talent. We shall gladly greet him in his new undertaking."

This encouraging and generous notice was published on the 17th of November, 1826, in the *New-York American*.

Now, Mr. Editor, unless your critical Journal "leads to bewilder, and dazzles to blind," an author is scarcely to be charged with presumption, who collects his scattered essays when stamped with such unsolicited and impartial commendation. May I not go further, and appealing from "Philip drunk to Philip sober," assert that more weight is to be given to first opinions of the *American* in the days of its generous youth, before it had assumed the ferule and the pen of the professed and hardened critic.

Some of these pieces have appeared in the *London Literary Gazette*, and *Campbell's New Monthly Magazine*. The *Crystal Hunter* attracted the notice of the editor of the Magazine, who spoke of it in terms

of commendation. I am informed, moreover, that several of our standard books of selections contain extracts from this work: and Pierpont in his *National Reader*, and the author of "Sabbath Recreations" have considered them not ill-adapted to form the taste and cultivate the piety of the American youth. It is a fact, too, that several of the pieces have been translated into Danish and have been read and admired in Copenhagen.

Surrounded by such authorities, I may venture to express my own humble opinion that this unpretending little work did not deserve the unrelenting and unmeasured condemnation it received from your journal. It contains taste, pathos and simplicity, much fancy and poetical talent; it will reward an hour spent in its perusal, and will touch the feelings of the candid reader. The story of "The Boy with the golden locks," cannot be read without emotion and admiration; and his feelings are under better control than mine, to whom the simple pathos of "The widow and her son," is addressed in vain.

These few remarks, will answer their purpose, if they shall induce your readers to recall their decision and to examine for themselves. K.

The writer of the criticism on the book above referred to, cannot let K.'s forcible "appeal from Philip drunk to Philip sober," go to the reader without a word in arrest of judgment from the former Philip. K. himself cannot feel greater respect for so estimable a character, as he represents his friend to be, than do we ourselves, and it gives us some disagreeable twinges to have given it one humiliating feeling. We do not arrogate "the pen of the professed," and if we have "assumed the ferule of the hardened Critic," the use of it has blistered our own hands. But the surgeon who withholds the knife from a diseased member, because he shrinks from marring the form to which it belongs, or who hesitates to apply the cautery, where there is a call for it, because he may burn his own fingers in the operation, is unworthy to be trusted; and, therefore, though we regret that there should have been occasion for the strictures that appear so harsh to K., we do not repent that they were made. We regret—we grieve that, by any chance, it has been our lot to wound the respectable self-love of any one that is true-hearted, kind, and amiable, we should regret it more if, instead of being a man of abilities "and not unknown to Fame," as K. represents him, he had been simple, friendless, and obscure, and without so able a champion to sustain him, but we cannot repent of observations that were made from a conviction of their truth and propriety.

Criticism to be efficacious must be unshackled, and to be unshackled it should be anonymous. Such when editorial in a daily paper, it can scarcely be. It is unnecessary to observe, therefore, that the duty it entails, if honestly performed, must to a mind of delicacy or sensibility, be often disagreeable and even disgusting. To a mind of delicacy, because its opinions to be respected should be delivered ex cathedra, and he who thus pronounces them must submit to be charged with assumption and conceit for sitting in judgement where, probably, he ought himself to be arraigned: to a mind of sensibility, because the fondest weaknesses of the generous and kind hearted must be often rudely handled in conforming to the dictates of justice. It is from these convictions, with others that we need not mention, that we have never "assumed the ferule and the pen of the professed and hardened critic," but confined ourselves, in literary notices, to some sketchy observations upon such books as have been placed before us.

To this rule, however, we have made one class of exceptions; and that is, in passing upon works of taste, which originate in this country among ourselves. We have at last an American literature; a very young, but a very thriving literature. Among the names that adorn it, are some that have already stood for generations the oaks of the goodly plantation, around whose trunks many a sapling is

clustering and growing into vigor and size: but the vegetation is rank as well as luxuriant; and, like all new soils, that which cherishes these, sends up many an idle and noxious weed; which, if allowed to climb and flaunt among their branches, will embarrass and distort their figure, and impede their growth; and deform, in short, the beauty of the whole grove.

To dismiss metaphor, there are names such as those of Hamilton and Ames, Brockden Brown, Irving, Walsh, Verplanck, Everett, Channing and Halleck, Sedgwick, Cooper and Bryant, which, with some others, were a foreigner now insultingly to ask, "who reads an American author?" we could repeat with pride and honor. The possessors of these names have won by actual labor the right of this distinction. They are no longer candidates for fame; but however those of them who are living should fall off in their writing, and whatever talent or genius, may hereafter arise in the country, these must be honored as the founders of American literature.

Do we accord them this honor? Do we fix the attention of European critics upon their works by commending them to each other at home? Do we ever speak of them, except in praising some new aspirant, to rank his name with theirs? And what is the character of most of these new comers who thus take the first seat at the table? Some of them mere twaddlers in literature. Many of them young men of talent, but young men whose talent has not been rendered productive by cultivation, and whose tastes are neither matured by study or regulated by criticism: a few of undoubted genius, who, if not spoiled by premature praise, might in time have the reversion of the places which they are too eager to occupy at once. The greater part, however, are those whose productions are the weeds that we have described as flaunting among the more generous scions, and which, not only when expanded into importance by the unwholesome breath of praise, shut them out from the sun of favor, but offending the eyes of strangers, disgust them with the more healthy productions of the same soil, and forbid their examining further into its resources. To destroy this miserable growth, to purify the baneful atmosphere that cherishes its sickly being, and to sear each shoot that would extend its pernicious influence is, we confess, an object of ambition with us, when calling the attention of our readers to the comparative merits of native authors. What man of honorable pride will put forth his powers, and become a candidate for literary fame in a community where the awards of praise, like the rain of Heaven, which falls alike upon the just and the unjust, are showered equally upon clamorous pretension, and real merit. At this day, and in our land, literary talent, thank Heaven, need look to no private patronage to foster its exertions. The time is gone by for ever when the man of letters was compelled to make appeal, in fulsome dedications, to individual munificence for countenance in his undertakings. The public at large are his patrons. Does it not behoove that public to exercise at least the discrimination of an individual, in promoting those that are worthy of success? The press is the representative of that public; and while it is its business fully to represent the feelings and opinions of its constituents, it is its duty to see that their views are not distorted abroad, as well as its privilege upon every question, to have a free and fearless voice of its own. But enough of this digression, if such it be: we have been led into it unwittingly, by the feeling with which, it seems, our critique has been received. The work which K. has so ingeniously advocated, appeared under circumstances that called our attention particularly to it. "Feathers from my own Wings" had been mounting upon those of praise for a whole week, and kept an even flight so far with Bryant's poems, when we were so unfortunately as to rattle them. The two books appeared from

the press, if we are not mistaken, upon the same day, and were commended to the reader in almost the same terms, in more than one paper. We read them together, and we reviewed them together, and there, so far as we were concerned, their fellowship ended. The author of the work we condemned was unknown to us, except through the medium of newspaper praise. We judged him from his book alone, the title-page of which, K. must be aware, is not likely to conciliate favor by the particular modesty of its appearance. The unusual tail of the Esquire appended to the author's name, carried pretension, to our eye, in its very length. The pieces we quoted, so far from having been unfairly chosen, we found already culled to our hand by the author's admirers, in other journals; and two of them were actually cut within the same hour that our critique was written, and handed to the printer, from a respectable morning paper, where we found them stamped with approval. And here we might mention, that several of the author's pieces, of which K. speaks, as having been previously complimented in this paper, are not in the volume. This, however, we are content to pass over, from a belief that there may be beauties in the work which escaped our eye, while they were detected by the more delicate scrutiny of K.; and though we can hardly join with the author of "the National Reader, in recommending" the whole garden "to the American youth to cultivate their taste in," we are ready to admit that our shears in topping the weeds of its parterres, may have glided over an occasional flower which is worthy of cherishing. We wish, and think, the wish is but the rather to the thought—that for the sake of the amiable author, it may be so. We cannot but believe, that when he shall have attained to distinction upon that graver path of ambition he is said to be so reputably pursuing, he himself will look back with a smile upon these trifles of his lighter hours, and with complacency upon the censures they have elicited. Blackstone's Farewell to his Muse, owes half its celebrity to his Commentaries; and it was the legal reputation, rather than the poetic promise of Mansfield, which inspired the regret, that

So sweet an Ovid was in Murray lost.

And if our author reflects upon the similar interest which distinction in the same profession would throw about his early productions, he will not regard a rebuff that has driven him to more profitable studies, among the least efficient of

all things
That may with reasonable swiftness, add
New feathers to his wings.—*Sen. F.*

[From the Jour. of Commerce.]

THE AMERICAN REPUBLICS.—There are now eleven Republics upon the American continent, and at the head of every one of them is a "military chief."

The following, we believe, is a correct list of the presiding officers:

United States	Gen. Jackson
Mexico	Gen. Bustamante
Guatemala	Gen. Morazan
New Grenada	Gen. Obando
Venezuela	Gen. Paez
Ecuador	Gen. Flores
Peru	Gen. Gamarrá
Chili	Gen. Prieto
Bolivia	Gen. Santa Cruz
Buenos Ayres	Gen. Rosas
Haiti	Gen. Boyer

Bustamante and Obando are Vice Presidents, acting as Presidents. Rosas has tendered his resignation, but being still in power at the date of the last accounts, and it being uncertain whether his resignation will be accepted, we have put him down accordingly.

OUR SAILORS.—Mr. Granger, of the Assembly, in the debate on incorporating the Newburg Whaling Company illustrated his argument as follows:—

"Bold and venturesome as our seamen generally, this is a branch of commerce whose daring calls forth the highest cast of skill and courage. Every hand on board is interested in the cargo. It is this fact which has given to the sailors of whaling ships the

proud character which they sustain and which, during the late war, when these men were driven from their accustomed pursuits, gave to our Navy such seamen as the world had never before seen. When the Constitution frigate captured the Cyane and Levant, she could show upon her deck 100 freeholders: men, who, enured to toil, and bred to danger, felt that they were fighting not only for fame, but for their wives, their children and their household Gods.—Such only are the men who can be profitably employed in taking the whale. The ordinary wages of seamen cannot command the services of those, who have the spirit to encounter this monarch of the deep, and to hold Leviathan as with a cord."

FOREIGN INTELLIGENCE.

FROM BERMUDA.—We are indebted to Capt. Armstrong, of the brig Emperor, for Bermuda papers to the 10th inst. The paper of the 3d. says,—

A terrific storm of wind, rain and hail, accompanied with thunder and lightning, passed over these islands on Wednesday night last, the violence of which was felt in many parts. The only damage of moment caused by it—where life was placed in imminent danger—was the electric fluid striking the mainmast and main-mast of His Majesty's ship Ariadne, Capt. Phillips, lying at Grassy Bay, which it shivered to pieces, and a large part of the foremast spar fell on deck. The fluid passed down to the main deck, but no further mischief was done. The watch was, fortunately, a few moments before, ordered below.

REMARKABLE TEMPEST IN TURKEY.

[From the London Literary Gazette.]

Extract of a Letter, dated October 11.—About seven o'clock of the 5th of Oct. as we were preparing for our daily excursion, we perceived a black cloud gathering over the neighboring hills, and heard the mutterings of distant thunder. We therefore postponed our walk, and watched the darkness that was rapidly overshadowing the Bosphorus.—Suddenly we were surprised to see the water boiling up like a cauldron, in a particular spot; and before our surmises were at an end, something similar to a large paving stone fell into the sea under our window, and was immediately followed by another.—After gazing at this for a little time, we were startled by a volley of the same material against our windows, which, in a few moments, shattered them into a thousand pieces. The work of destruction was fairly commenced; and to avoid the fragments of broken glass, I rushed into the landing-place.—Here, however, matters were worse instead of better: the roof had been beaten in, and huge masses of ice were rabounding from wall to wall. These immense balls continued falling for about ten minutes: they became gradually smaller, and the elementary riot concluded by a common hail-shower. The stones were of sufficient weight to perforate the tiled roof like bullets, and were 6 inches in diameter.

Commodore Porter, the ambassador from the United States, was going hence to Constantinople, in his caique, with presents to the Sultan, when he was overtaken by this terrible storm. He afterwards declared, that he had been in battles, earthquakes, and dangers by sea, and land, but had never felt in such an awful situation before. To use his own powerful expression, "it seemed as if the canopy of heaven was congealed, and had suddenly burst open, and descended in large masses of ice." The hand of one of his boatmen was crushed to pieces. Every one in the caique silently waited his doom; for they expected nothing less than death.

The cloud which carried this destruction passed over Pera and Constantinople, and shattered all the houses which the recent fires had spared. Happy England! with all its little agitations, which you think so much of! Here we live in perpetual terror of real misfortunes—fire plague, cholera, and now this storm—all rendered more striking when contrasted with the beauty of the climate, than which nothing can be more delightful. I must not forget to mention, that this evil cloud was limited in breadth. It passed from the Sea of Marmora to the Black Sea, all along one side of the Bosphorus, the European shore, and did not touch the Asiatic.—

HOME AFFAIRS.

[From the Albany Argus.]

SUPPORT OF THE POOR.—The Secretary of State made a report to the Assembly on Tuesday last, giving an abstract of the returns made to his office by the superintendents of the poor of the several counties. Returns have been received from fifty-

four counties, leaving only one county delinquent; this is Queens county, in which there is no poor house.

The abstracts show that 15,564 paupers have been relieved or supported during the year: Of this number 13,573 were county paupers, and 1990 town paupers. The whole expense of supporting all the paupers for the year, is \$245,433 21.

There has been paid for the transportation of paupers \$4,042 13 cents; to superintendents, \$7,481 05 cents; to overseers, \$5,162 91 cents; justices, \$1,627 03 cents; to keepers and officers, \$17,545 06 cents; that the value of the labor of the paupers was \$12,663 26 cents: the amount saved in consequence of labor of paupers, \$17,546 74 cents; and that the average expense of supporting a pauper at a poor house is \$33 28 cents per year, or 64 8.10 cents per week.

There are 5221 acres of land attached to the poor houses, and the total value of all the poor house establishments in the state is \$830,350 46 cents; that 10,896 paupers have been received into the poor houses during the year; that there were born in the poor houses in the same time 170; died during the year 1157; bound out 318; discharged 5962; absconded 545; total females in poor houses Dec. 1, 1831, 2532, males 2862—total of both sexes 5554.—That of those relieved during the year, there were 2795 foreigners, 410 lunatics, 224 idiots, and 30 mutes.

The report exhibits the number of children under 16 years of age in all the poor houses, and the arrangements which are made for their instruction.—The number of females under 16 is 745; males 1050—total of both sexes 1790.

In 29 counties the distinction between town and county poor has been abolished; leaving 26 counties in which the distinction has not been abolished.

Ten counties more have made returns this year than reported the preceding year; of these 6 or 8 have recently adopted the poor house system; notwithstanding the increase of counties making returns, there are only fifty-eight more paupers reported as having been relieved or supported during the year, than were embraced in the returns of last year.

The poor house system is now generally adopted, and operates satisfactorily. The county of Dutchess is one of the counties which has voluntarily adopted the system and erected a poor house during the past year; and it is estimated by the superintendents, that the poor house will save one half of the expense of supporting the poor. It is believed that the average saving throughout the state is at least one half, compared with the former mode of supporting the poor of the several towns and counties. If so, the poor house system produces a total saving in all the counties, of about \$245,000.

MASSACHUSETTS.—The seventh trial to elect a Representative to Congress from the Bristol District, has resulted in the choice of Mr. Hodges. The vote stood for Hodges 3438—Ruggles 3217—Scattering 147—Majority for Mr. Hodges 74.

Another unsuccessful attempt has been made to elect a Representative in Congress from the Essex North District, in Massachusetts. The returns from twelve towns give Cushing 1633—Kittredge 1010—Osgood 941—Scattering 16. This is the seventh abortive trial.

[From the Raleigh Register.]

NORTH-CAROLINA.—The General Assembly of this State adjourned on Saturday 14th inst. The session lasted fifty-five days; during which time 60 acts of a public and 106 acts of a private nature were passed.

The resolution protesting against an extension of the Charter of the Bank of the United States, and instructing our delegation in Congress to oppose it, was not taken up, doubtless from motives of policy. If we know anything of enlightened public sentiment in this State, it is decidedly favorable to that institution; and we are confident, had the question been stirred in the Legislature, that the votes in favor of the resolution would have been "few and far between."

Neither were the resolutions acted on, which denounced the Tariff as unjust and unconstitutional, and called upon our representatives in Congress, to make an effort to effect its modification or repeal.

The resolution authorizing the appropriation of five thousand dollars to Mr. Ball Hughes for restoring Canova's Statue of Washington, passed both Houses by large majorities. This is honorable to the State.

TWENTY-SECOND CONGRESS—1st Session.

CONGRESSIONAL ANALYSIS.—In the Senate, Monday, Mr. Clayton, Senator from Delaware, appeared and took his seat. Mr. Dallas, presented two memorials from inhabitants of the City of Philadelphia, trading to the Western country, praying for a renewal of the charter of the Bank of the United States. The bill providing for the organization of the Ordnance Department, was passed. The consideration of Mr. Clay's resolution for the abolition or reduction of duties on unprotected articles, was resumed, and Mr. Hayne offered an amendment to the same, providing for the reduction of the revenue to the present scale of expenditure, after the payment of the public debt, and for the gradual reduction of the present duties on protected articles. This amendment, Mr. Hayne supported in a speech of three hours in length. On motion of Mr. Dickerson, the further consideration of the resolution and amendment was postponed to Monday next.

In the House of Representatives, Mr. McDuffie, from the committee of Ways and Means, reported a bill making appropriations for certain Internal Improvements for the year 1832. Mr. McDuffie, from the same committee reported a resolution calling on the Secretary of the Treasury for information as to the extent and condition generally of the manufactures of wool, cotton, hemp, iron, sugar, salt, &c. in the United States, and also requesting the Secretary to accompany his report on the subject, with such a Tariff of duties upon imports, as, in his opinion, may be best adapted to the advancement of the public interests. The resolution lies one day. Mr. Drayton, from the committee on Military Affairs, reported a bill making appropriations for laying out and making a military road from Fort Howard at Green Bay, to Fort Crawford on the Mississippi. Mr. Irvin, from the committee on the Public Lands, reported a bill authorizing the Governor of Arkansas to lease the salt springs in that Territory, and for other purposes. Mr. Barbour, of Virginia, from a select committee, reported a bill to provide for adjusting and paying certain claims of the Commonwealth of Virginia. The resolutions submitted on the 27th ult. by Mr. Bouldin, ordering an inquiry into the operation of the Tariff laws upon the importation of certain cloths, was further discussed by Messrs. Davis, of Massachusetts, Cambreleng and the mover—but before the question was taken on Mr. Stewart's amendment to refer this inquiry to the committee on Manufactures instead of the Committee on Commerce, the House adjourned.

IN SENATE—Tuesday.

Among the petitions presented was one from citizens of Philadelphia, for the renewal of the charter of the United States Bank. The consideration of Executive business occupied the time principally till the hour of adjournment.

In the House of Representatives, Mr. Johnson, of Kentucky, from the select committee appointed for that purpose, reported a bill to abolish imprisonment for debt, which was read twice, and, together with the report of the committee, ordered to be printed. The provisions of this important bill are as follows: Section 1 prohibits the issuing of any process by any of the courts of the United States to arrest or imprison the body for debt accruing after the 4th of July next. Section 2, renders unnecessary bail or security for defendant in action for debt, where the cause of action shall have accrued after the 4th of July, unless oath is made that there is reason to believe the defendant intends to remove from the State or Territory, or otherwise abscond; in which case, bail for double the amount of the debt shall be required, though the application for it shall be dismissed by the court, if the allegations of the intended flight of the debtor appear unfounded. No person shall be held to bail but in the State or Territory where the debt was contracted, unless the debtor has absconded or is about to leave the United States. Section 3, nothing in the act shall prevent the issuing of an execution by any of the courts of the United States. Sec. 4, no females, or males above 70 years of age, shall be held to bail on special bail for debt; and all process against them for recovery of debt, shall be by summons or attachment. Section 6, extends the provisions of the act to the Territories and the District of Columbia. The House then resumed the consideration of the resolution of Mr. Bouldin. Mr. Stewart announced his intention to withdraw the amendment he had proposed, to send the resolution to the Committee on Manufactures instead of the Committee on Commerce, and entered into an argument to show that the tariff had been produc-

tive of beneficial result to the community. Before he had concluded, however, the hour expired, and the House, on the motion of Mr. Polk, proceeded to the order of the day. The engrossed bills on the table were read a third time and passed, and the House went into a Committee of the Whole on the state of the Union, Mr. Hoffman in the chair, and took up the bill for the apportionment of representatives. The amendment of Mr. Stewart, to fix the ratio at forty-six thousand, was negatived. The proposition of Mr. Craig, to strike out forty-eight thousand, was also rejected. Mr. Hubbard proposed another amendment to fix the ratio at forty-four thousand. The committee rose before voting on the proposition, and the House, at half past 3 o'clock, adjourned.

[From the Washington Globe.]

CONGRESSIONAL ANALYSIS.—In the Senate, Wednesday, Mr. Sprague's resolution, calling for the correspondence which led to the selection of the arbitrator of the disputed boundary question, was adopted, with a proviso, that the correspondence should be communicated "confidentially or otherwise," as the President may think proper. The bill for altering the draw of the bridge over the river Potomac, was, after some discussion, ordered to a third reading. There was a debate of considerable length on the bill for the relief of the representative of Colonel John Laurens, which was ended by laying the bill on the table, for the present. Mr. Benton gave notice that he would, to-morrow, ask leave to introduce a bill declaratory of the meaning of the Charter of the Bank of the United States, in respect to the currency.

Mr. Benton explained the import of the bill to be, that the currency in the shape of orders from the Parent Bank, upon the Branches, was illegal and contrary to the meaning and intent of the charter.

In the House of Representatives, Mr. Stewart concluded his remarks on Mr. Bouldin's resolution on the subject of the Tariff. Mr. Davis, of Massachusetts, offered an amendment in lieu of the original resolution, directing the committee on Manufactures, to inquire into the practical effect of the revenue laws upon the commerce, agriculture and manufactures of this country; and whether frauds are not perpetrated in the importation of goods, and the revenue thereby reduced, and how such frauds may be suppressed, &c. Mr. Wickliffe moved the previous question which was sustained by a vote of 96 to 77. The question was then propounded, "shall the main question be now put?" which was decided in the negative, by Yeas 93, Nays 96. Considerable time was spent in Committee of the Whole on the state of the Union on the apportionment Bill. The merits and principles of the bill were discussed with much zeal upon Mr. Hubbard's motion to amend by striking out 48,000 as the ratio, and to insert 44,000. Before the question was taken on this amendment, the Committee rose, reported progress, and the House adjourned.

CONGRESSIONAL ANALYSIS.—The Senate on Thursday, at half past twelve o'clock, having finished the morning business, proceeded, on motion of Mr. Mr. Tazewell, to the consideration of Executive business in which they were engaged till 4 o'clock.

In the House of Representatives, Mr. Adams, from the Committee on Manufactures, reported a resolution directing the Secretary of the Treasury to report to the House the quantities and kinds of the several articles manufactured in the United States, during the year ending on the 30th September last, particularly those of iron, cotton, wool, hemp and sugar, &c. together with such information as he may deem material, and such suggestions as he may think useful, with a view to the adjustment of the Tariff. The resolution was adopted. The resolution submitted on Monday by Mr. McDuffie, from the Committee of Ways and Means, of a similar character to the above, was then considered and agreed to. Mr. Davis of South Carolina, from the Committee on the Judiciary, reported a bill to refund the fine imposed on the late Mathew Lyon under the Sedition Law, to his heirs and representatives. The House again resolved itself into a Committee of the Whole on the state of the Union on the Apportionment Bill. A discussion of some length ensued, but before the question on Mr. Hubbard's amendment to strike out 48,000 as the ratio, and insert 44,000, the Committee rose reported progress, and the House adjourned.

The National Intelligencer announces the presence at Washington, of Mr. Duponcau, whose object is to promote the adoption, by Congress, of measures to encourage the culture of silk in this country.

LEGISLATURE OF NEW-YORK.

IN SENATE—Wednesday.

Petition: By Mr. Birdsall, from inhabitants of Chautauque county for a Bank.

The Committee of the Whole entered upon the consideration of the bill to incorporate the city of Utica; and spent the remainder of the day thereon.

IN ASSEMBLY.

Petitions read and Referred.

Of the New York Medical Society for an amendment of the Medical law; for a Rail-road from Glens Falls to Caldwell; for a Bank at Keeseville; for a Rail-road from Whitehall to the Vermont line; for a Rail-road from Rochester to Charlotte, at the mouth of the Genesee River; to incorporate the New York White Lead manufactory.

The House, in committee of the whole, again considered the bill incorporating the Newburg Whaling Company.

Mr. Myers opposed the bill. He was opposed to all commercial monopolies. If the principle is established, there would, he said, be no end to applications of this nature.

Mr. King was also opposed to the bill. Heretofore the whale fisheries have been prosecuted by individual skill, perseverance and responsibility. Shall these enterprising individuals be now compelled to combat an incorporated monopoly? Is it not enough that the earth is covered with incorporations? Shall we attempt to trammel the Ocean with monopolies? He hoped with the gentlemen from New York, that the committee would give this bill their deliberate consideration, before it adopted principles fraught with much evil to our commerce.

Mr. Van Duzer re-argued, for the information of gentlemen who were out, the arguments which he presented yesterday, in favor of the bill.

The committee rose and reported without taking any question.

IN SENATE—Thursday.

Petitions: From Erie county, for the construction of a Rail-road from Buffalo to Schenectady. For a Rail-road from Poughkeepsie to the Connecticut line. For a Rail-road from Watertown to Rome.

Reports, &c. By Mr. Hubbard, from the majority of the Canal Committee, a detailed history of the several attempts since 1824, which have been unsuccessfully made for the passage of a law for the construction of the CHENANGO CANAL. The report occupied an hour in the reading, and concluded by introducing a bill for the construction of said canal, which was twice read and committed. By Mr. Beardsley of the Judiciary Committee against the petition of the Society of Friends for a repeal of so much of the Revised Statutes as exempts the property of ministers of the Gospel, to a certain amount, from taxation.

The report was adopted nem. con.

Mr. Stewart gave notice of, and on leave introduced a bill to repeal so much of the Revised Statutes as require the Clerks of the Supreme Court to make and keep transcripts of Judgments rendered in the district and Circuit Courts of the United States, which was twice read and referred to the committee on the Judiciary.

The committee of the whole, entered upon the consideration of the bill to incorporate the Hudson river Coal Company. Capital \$100,000, with privilege to increase it to \$200,000. The committee rose and reported.

The committee passed the bill to incorporate the Mutual Benefit Society of Mechanics in the city of New-York. Adjourned.

IN ASSEMBLY.

Petitions: For the Good Hope Marine Insurance Co.; for a Rail-road from Schenectady to Utica on the north side of the Mohawk river; for a Rail-road from Utica along the Susquehannah and Unadilla river, to the Pennsylvania line; relating to the Hallett's Cove Rail-way Company; for a Rail-road from New York to the Chemung canal.

A report was presented authorizing Henry Barclay to maintain a toll bridge across the Esopus Creek at the village of Ulster.

The House, in committee of the whole, resumed the consideration of the bill to incorporate the Newburgh Whaling Company.

Mr. Hammond offered a section prohibiting the company from purchasing sperm or oil in the United States, which was adopted.

Some other amendments were made, when the bill was adopted, and the committee rose and reported.

The House in committee of the whole, had a bill relating to Loan Offices in the city of New York, under consideration, but rose and reported without taking a question.

The committee of the whole passed the bill incorporating the New York Hebrew Society; and the bill incorporating the New York Conference Society.

IN SENATE—Friday.

Mr. Tallmadge, from the committee on Rail-roads, reported a bill to incorporate the Dutchess County Rail-road Company. [Authorizes the company to construct a Rail-road from the village of Poughkeepsie to the Connecticut line. Capital \$500,000, with liberty to increase to \$1,000,000.] Ordered printed.

Mr. McDonald, from the committee on State prisons, reported a bill concerning the State prison at Mount Pleasant.

The bill to incorporate the Mechanics' Mutual Benefit Society in the city of New-York, was read a third time and passed.

The committee of the whole again considered the bill to incorporate the Hudson River Coal Company. Several of the sections were amended, but without passing the bill, and the committee rose and reported progress.

After the consideration of Executive business, the Senate adjourned.

IN ASSEMBLY.

Petitions: For a bank at Albion; a Rail-road from Rochester to the Alleghany river; a bank at Sackett's Harbor; for a bank at Lyons; for a bank at Homer; for a Rail-road from Buffalo to the Pennsylvania line; for a bank at Greenbush; for the Brewers' Bank at Albany; for a bank at Courtlandt village; for a Rail-road from Lake Erie, via Owego, to New-York.

A communication was received from Jonas Earll, Jr. signifying his acceptance of the office of canal commissioner.

The bill to incorporate the Newburg Whaling Company having been read a third time, its final passage was contested, when a long and interesting debate ensued; after which the bill was passed, yeas 100, nays 20.

The bill to re-organize the Navy, reported to the House of Representatives on Wednesday, was twice read and committed on the same day. It provides for the appointment of not less than one Admiral, two Rear Admirals, thirty Captains, thirty Masters Commandant, two hundred and thirty Lieutenants, four hundred Midshipmen, including those who have passed examination, thirty five Surgeons with fifty Assistants, thirty-five Purser, &c. It authorizes the President, if necessary, according to his judgment, to increase the number of Captains to forty, of Commanders to fifty, of Lieutenants to two hundred and fifty, of Midshipmen to five hundred, of Surgeons to forty five with sixty Assistants, of Purser to forty, &c. The shore pay is fixed at four thousand dollars for the Admiral, Rear Admirals three thousand. Captains twenty five hundred, Commanders sixteen hundred, Schoolmasters at a Navy Yard seven hundred and twenty, and elsewhere three hundred and fifty. The pay of other officers to remain as heretofore.

Officers employed in actual service, at sea, to be paid at these rates:—

Each Admiral 5,000 dollars.
Each Rear Admiral 4,500 dollars
A Captain commanding a squadron of 150 guns and upwards, 4,000 dollars.
A Captain commanding a squadron mounting less than 150 guns, 3,500 dollars per annum.
A Captain commanding a ship of the line, 3,200 dollars.
A Captain commanding a frigate of the first class, 3,000.
A Captain commanding a frigate of the second class, 2,800.
A Master Commandant, 2,200.
A Lieutenant commanding a brig or schooner, or acting as First Lieutenant of a ship of the line, 1,600 dollars per annum.
A First Lieutenant of a frigate, 1,400 dollars per annum.
A First Lieutenant of a sloop of war, 1,300 per annum.
A First Lieutenant of a brig or schooner, 1,200 dollars per annum.
A sailing Master of a ship of the line, 950 dollars per annum.
A Chaplain at sea, 1000 dollars per annum.

A Boatswain, Gunner, Sailmaker or Carpenter, of a ship of the line, 700 dollars; of a frigate 600; of a sloop, 500 dollars per annum.

A Schoolmaster, 850 dollars per annum.

Additional pay, allowance, or emolument, either at sea or on shore, is excluded.

VALUE OF PUBLIC LIBRARIES.—The President of Harvard University, in a report to the Board of Overseers, makes this statement:—

"The Library of the University now consists of forty thousand volumes. Nominally it belongs to Harvard University. Virtually, and to every beneficial purpose, it is the property of the Commonwealth. Learned men, engaged in useful works in any part of the State, have free access to it for any use connected with the objects of their pursuit. It cannot be questioned, that its destruction would sensibly affect the state of general intelligence and the progress of science in the Commonwealth, and create a want of facilities for the diffusion of knowledge, which the wealth and exertions of half a century could not effectually supply. Very many of the works it contains, if lost, could not be replaced. In some of them the libraries of Europe are now deficient.

"In the recent controversy between the United States and England relative to the boundaries of the State of Maine, maps and works highly important, and, in the opinion of the counsel of the United States, in some respects conclusive in favor of the right of the United States, were found in this library, which could not be obtained elsewhere, either in Europe or America; and as such, the use of them was solicited by the General Government, and granted by the Corporation, for the purpose of sending them with the American Commissioners to Europe, in support of the claims of the United States.

"By the munificence of private individuals, the department of the library relative to American history is unrivalled, both in extent and completeness. The same may be said concerning the collection of maps and charts. In respect to each of these departments of science, it has no competitor on the continent of America; perhaps none in the world.

"The use of its treasures is opened with a liberality that is limited only by the necessity which requires them essentially to be at the command of the students in the University, and of the several literary men or learned associations connected with it, or residing or established in its immediate vicinity. Specific provisions, however, exist, and are daily acted upon, by which persons engaged in useful works, in any part of the Commonwealth, are permitted to have the use of any books which are important to their researches, and which cannot be obtained elsewhere. It is scarcely possible for any library to be more truly public than that of this institution."

SUMMARY.

MINT OF THE U. S.—The report of the Director of the Mint, transmitted to Congress on Monday, by the President, states that the coinage effected within the past year amounts to \$3,923,473 60; comprising \$714,270 in gold coins; \$3,175,600 in silver, and \$33,603 60 in copper, and consisting of 11,792,284 pieces of coin, viz: 140,594 Half Eagles 4,520 Quarter Eagles; 5,873,660 Half Dollars; 398,000 Quarter Dollars; 771,350 Dimes; 1,242,700 Half Dimes; 3,359,260 Cents; and 2,200 Half Cents. Of the gold coin, \$26,000 worth was received from Virginia; \$294,000 from North Carolina; \$22,000 from South Carolina; and \$176,000 from Georgia. About \$1,000 worth was also received from Alabama, and the like amount from Tennessee; an amount, in the two latter cases, as the report states, "meriting little regard, except as indicating the progressive development of the gold region."—The profit of the copper coinage, for the last year, will exceed \$10,000. The whole expense of the mint, for the past year, will in consequence not amount to more than \$28,000.

The Savannah Georgian says,—“The brig Columbo, Watson, cleared yesterday for Norfolk, having on board 49 slaves, emancipated by Dr. James Bradley, late of Oglethorpe county, Ga. upon condition of their emigrating to Liberia.”

COLONIZATION SOCIETY.—One of the signs of the times, says the Richmond Whig, was the overflowing numbers which attended the annual meeting of the Colonization Society of Virginia, last evening, in the Capitol. The society heretofore has met with the most active and decided enemies, and in many who have recently grounded their arms, and in future, converted enemies will be among its most efficient advocates. Circumstances have achieved for it, what reason and argument in vain labored to effect. The annual meeting of the Society held at Washington, on Monday last, was thronged, and is said to have excited unusual interest. Letters were read from Chief Justice Marshall, Mr. Madison, and General Lafayette, all expressing hearty approbation of the association. Speeches were delivered by Mr. Bacon, of Connecticut, Mr. Everett, of Massachusetts, and Mr. Archer, of Virginia; the latter giving a history of the change wrought in his opinions respecting the practicability of the designs of the institution. Thanks were voted to Mr. McClure, of Kentucky, for his munificent subscription of ten thousand dollars, payable in ten annual instalments, the first of which has been received.

Imports and Exports.—The total value of imports into the United States during the year ending 30th September, 1830, was \$70,876,990, of which value, \$35,624,070, or more than half, arrived at the single port of New-York.

The total value of exports during the same year, was \$73,849,508, of which \$59,462,029, were of domestic produce. Of such articles the exports from New-York amounted to \$13,618,278, Louisiana \$13,042,740, South Carolina \$7,589,891, Georgia \$5,336,626, Virginia \$4,788,804, Massachusetts \$3,599,952, Maryland \$3,075,985, Pennsylvania \$2,924,452, Alabama \$2,291,895, District of Columbia \$746,591, which exceeds the domestic exports of any State not above mentioned.

Of the whole \$59,462,029, \$23,138,671 were shipped from the States north of Maryland and the Ohio river, and \$37,323,358 (nearly two thirds) from the Southern section of the Union, including Delaware and Maryland.—[Journal of Commerce.]

We feel much gratified says the Raleigh (N. C.) Register, in stating that the House of Commons have passed the Resolution authorizing Mr. Bell Hughes to repair the Statue of Washington; and we are also gratified, that there were but thirty dissentients to the measure. We cannot doubt its passage in the Senate.

The Trustees of the Baltimore Almshouse state that out of 1160 paupers admitted into that Institution during the past year, it has been ascertained that 1006 have been reduced to pauperism through intemperance, and, on the other hand, that only 45 have been admitted whose temperate habits are unquestioned.

No argument or eloquence can be half as effective, as such facts as these.

Miami Canal.—The number of barrels of Flour, Whiskey, Pork and Lard forwarded from this place by the canal, during the last three years is as follows—taken from the Collector's books.

	Flour	Whiskey	Pork	Lard
1829,	27,121	7,378	3,429	423
1830,	56,964	7,142	2,497	281
1831,	59,550	5,602	4,244	344

Total, 143,535 20,113 10,170 1,048

During the year 1831, the bacon and bulk pork shipped from this place, amounted to 563,000 lbs. and 4,714 kegs of lard were sent off within the same time. The tolls collected at this port in 1831 was \$12,047 64. It was \$10,541 10 in 1830, and \$6,738 31 in 1829.—[Dayton (Ohio) Journal.]

The quantity of Bar Iron made in the U. States in the year 1830 was 112,466 tons.

Pig Iron, the whole quantity made being computed as such, 191,536 do.

Value, \$13,322,760
Number of men employed, 29,254
Number of persons subsisted, 146,273
Annual wages, \$8,776,690
Paid for food furnished by farmers, 4,000,400

The Boston Gazette states that the number of prosecutions in the Police Court were 309 less in 1831 than in 1830; the civil suits in the Justice's Court, which has jurisdiction over \$20 debts, 400 less.

Semi-Annual Dividends.—The Globe and American Insurance Companies, of Boston, have declared semi-annual dividends of five per cent. each, on the Atlas, Franklin and Atlantic, four each.

NAVIGATION OF THE SUSQUEHANNA BY STEAM.—The last Owego Gazette announces that the inhabitants of that village, and places upon the river, are about establishing steamboats to ply between Owego and the Penny-Wood Canal. The coal beds at Towanda will come into use, and it is ascertained that the navigation of the river by steamboats of a certain description is perfectly practicable.

SHIP GEORGE CANNING.—Captain Dayton informs us that the ship was got off on Tuesday last. The thick weather coming on, an attempt was made to take her into Abascoom, when she again grounded inside of the outer Bar; and it is expected, that as soon as the weather moderates, she will be taken further up the Inlet, where she can be hove down and her leaks stopped.

Western Navigation.—The Cincinnati Daily Advertiser of the 16th inst. gives the annexed statement of the state of the river, ice, steamboating, &c.:—

Since Thursday last, the water has fallen several feet; the ice continues to run in small quantities, not sufficient to prevent navigation, and boating may be said to have recommenced in good earnest. We have had several arrivals from above, but there has been none from below as late as last evening. The quay has presented a very business-like appearance for several days past, from the number of boats loading and unloading. Among the departures on Saturday, were the splendid new boats Senator and Samson, with full cargoes, for New-Orleans. Yesterday the wharf was thronged with spectators, viewing the departure of boats; among which, the Philadelphia, also for New-Orleans, attracted great attention.

The opening of navigation appears to have infused a new spirit into all classes of our citizens. Wood has arrived in considerable quantities within the last day or two, and has fallen to \$3 a \$4 per cord.

We have heard several additional rumors respecting the loss of steamboats, but nothing certain. The destruction of flat boats has been very great. In addition to those mentioned as having been lost near Aurora, we are informed a gentleman at Pittsburgh had seventeen flats loaded with coal, every one of which were lost! We have the Louisville papers of Tuesday last, but they make no mention of the breaking up of the ice.

Mr. Elijah Cook, a native of Massachusetts, was on Thursday last, thrown from a wagon on Second street road, five miles from the city, and almost instantly killed. [Philadelphia Gazette.]

APPOINTMENTS BY THE PRESIDENT.
By and with the advice and consent of the Senate.
Alexander Thomson, of New-York, to be Consul of the United States for the port of Glasgow, in Great Britain, vice David Walker deceased.

Gamaliel Taylor, of Indiana, to be Marshall of the United States for the District of Indiana, vice Wm. Marshall, resigned.

Benjamin S. Bonsall, of Pennsylvania, to be Marshall of the United States for the Eastern District of Pennsylvania, vice Abiah Sharpe, resigned.

Roger C. Weigman and James Ord, of the District of Columbia, to be Justices of the Peace for the county of Washington, in said District, whose commissions had expired.

The following gentlemen were admitted at the January term of the Supreme Court:—

Attorneys.—Otis Allen, E. A. Baldwin, Henry Bennett, Henry Brewster, Oscar S. Burges, A. S. Chew, G. A. S. Crooker, Eliphaz Fay, John Fitch, Jas. Gough, Stephen Grosbeck, Nathaniel Hawks, Charles H. Higby, Jas. H. Jackson, John M. Pelton, J. V. L. Bruyn, A. Richmond, L. C. Saxton, Horatio Seymour, Henry Shepherd, Thos. G. Smith, I. N. Stoddard, Thos. B. Stoddard, Jas. S. Wordsworth, Joseph Wait, Samuel G. Watson.

Counselors.—A. Bascom, Wm. M. Bayard, Geo. W. Bulkley, J. B. Cooley, J. A. Dix, A. Dean, P. C. Fuller, Seth M. Gates, Samuel Gordon, R. J. Hilton, Luther J. Howe, John N'Keon, Fr. N. Mann, Jonathan Mason, Everett Mullett, Wm. Ruger, Herman C. Whippley.

Baltimore and New Orleans Packets.—We are much gratified to learn that the enterprising firm of Messrs. Singleton & Mesick, are about to establish a line of first rate packets, to sail between Baltimore and New Orleans, and as a commencement, will

despatch this day a new first class brig, the Canada. She is a large vessel of great strength, and is expected to be a fast sailer. [Baltimore Patriot.]

The Montreal Herald of Wednesday week says:—On Sunday night last, Mr. Duvernay, the Editor of the French paper called the Minervie, and Mr. Tracy, the Editor of the Vindicator newspaper, both published in this city, were taken into custody by the Sergeant at Arms of the Legislative Council, under warrants issued to that effect, and were conveyed to Quebec in charge of Mr. Ginger, to answer at the Bar of the Council for the libelous matter which has appeared in their respective papers.

The following singular notice is from a late Savannah paper:—

"All persons are hereby not only warned, but absolutely forbid, to give me credit on any pretence whatsoever; as from this day forward, I shall not pay any debt contracted by myself—so help me God. (Signed) JOHN HEWITT."

The three Addresses to the King, Ministers, and the House of Commons, in favor of the Reform Bill, agreed to at the late reform meeting of the county of York, were sent up to London for presentation. To each Address 140,275 signatures were attached; and each of them weighed one hundred weight, and was five hundred yards in length!

Narrow Escape.—A sled, containing the U. S. mail and seven passengers, was upset at Crooked Creek near Cambridge, O. on the 7th inst. and three of the passengers were thrown over the parapet wall, two fell into the creek; one swam out, and the other, a lady, clung to a cake of ice until she was rescued by her companions. The third fell on the edge of the stream; none of them were materially injured, although the height of the wall is upwards of 20 feet. [Wheeling Gazette.]

PHILADELPHIA, WEDNESDAY, quarter past eleven o'clock, A. M.—The ice has entirely disappeared from the Delaware. As far as the eye can reach, the navigation is unobstructed. The steamboat Emerald, Capt. Wildin, has just left the wharf at Race street, for Wilmington—gliding down at a rapid rate, with a strong breeze from the north west. It is quite gratifying to witness the activity on the wharves. All is bustle and animation. [Chron.]

Very Diminutive.—A Kentuckian who had just witnessed an act of exceeding meanness thus gave way to his feelings:—Ten thousand such souls as these, he said, might live in the shell of a tobacco seed—and have rooms to let!

The annexed paragraph is copied from the Philadelphia Chronicle, under an impression that similar cases may exist in this city.

It is known that many decent women, at service in the city, or otherwise too much occupied to take proper care of their own children, place them out to nurse, and often pay the greater part of their wages to persons who take care of them. A woman who makes her living from this class of mothers, lately called in one of our most respectable medical gentlemen to prescribe for one of her nurslings that was ill. The physician was surprised at perceiving strong symptoms of *mania a potu*. He asked the woman what was the infant's food, and she said bread. Being further questioned she said, "He won't eat bread, Sir, unless it's sopped in whiskey. They are very fond of that, and it's an excellent thing for keeping them quiet. It makes them sleep from morning to night."

The steamboat Bolivar came up on Friday, and the pilot reported, that the ice made last night a half of a mile outside of Robins's Reef. The ice was from the point of Staten Island up to Bedlow's Island when he came up. The Hoboken and Jersey City steamboats run from Whitehall: they cross with a great deal of difficulty. The North River is nearly frozen over.

[From the Journal of Commerce.]

FROM LIBERIA.—By the brig Criterion, Captain Lowell, we have received the Liberia Herald (published monthly) of October 22d and November 22d. The arrival of the Criterion out, is thus noticed in the paper of the latest date:

Arrival of the Expedition.—It is with much pleasure we announce the safe arrival of the brig Criterion, with forty-five emigrants, after a passage of 87 days. They are all in good health. Among them are the Rev. Mr. Cesar and lady, members of the Episcopal Church.

We are further pleased to learn that Mrs. Cesar comes out under the patronage of a few Ladies of

Philadelphia, as an instructress; and as it is also Mr. Cesar's intention to teach school, we should be proud to learn that some benevolent individuals in the United States, had extended an open hand towards him also. Our friends in America can hardly conceive the great need we stand in of able instructors, and the many openings which daily offer for the labors of teachers.

Order of the Day, for the first of December 1831.

The military committee of the Colony of Liberia convened at the Town House, on the 14th of November, 1831, for the purpose of making suitable arrangements for the celebration of the 1st of December, the anniversary of the victory achieved over our savage foes in 1822, have adopted the following as the order of the day:

1st. At sunrise a salute of nine guns will be fired from central Fort, when the flag of the Colony will be unfurled: at 9 o'clock, A. M. the troops will assemble in Broad street, take up the line of march to the Agency House, where the Agent, Vice Agent, Council, Clergy, and Civil Officers will join the procession. From thence the troops will move through the principal streets to the Baptist Church, where a prayer to Almighty God will be offered in behalf of the Colony, by Mr. Francis Devany, and a religious discourse delivered by the Rev. Colin Teage. After services the troops will again take up the line of march, return to the Agency House, and then proceed to the parade ground and be dismissed. The day will conclude with a discharge of nine guns from the Artillery, when the colors will be struck.

The movements of the troops will be announced by the discharge of a gun from central Fort.

JOHN N. LEWIS, Sec'y.

Little Bassa.—What new Spain was to the old, and North Carolina at the present day is to speculators from the Northern States, is Little Bassa to our citizens. It is our land of promise, not abounding in gold or silver, but in the far more useful commodity, Camwood.

The beach is lined with Liberians of all ages, from twelve to fifty years, eager in the pursuit of traffic, and in the acquisition of Camwood; and it is astonishing what little time is necessary to qualify even the youngest to drive as hard a bargain as any roving merchant from the land of steady habits, with his assortment of tin ware, nutmegs, books, or dry goods.

Here the simile ends, for it is to be wished that our Liberians would follow their prototypes in the mother country, throughout, and be as careful in keeping as in acquiring.

The Liberian is certainly a great man, and what is more, by the natives he is considered a white man, though many degrees from that standard; for to be thought acquainted with the white man's fashions and to be treated as one, are considered as marks of great distinction, among the Bassas and other nations.

Little Bassa belongs to King Tom Bassa, whose wars we have often laid before our readers, and if reports are true, the contending parties are each preparing for another effort as soon as the waters fall somewhat. Little Bassa has from time immemorial been a place of resort for slavers, and three or four slave factories still remain to curse this otherwise happy land. Here the late Don Miguel had his factory, and on the beach repose his remains. Our sensations, our readers must be well aware, were great on visiting the spot where stood his frame house and barricade; but great as they really were, the sight of his lonely dog wandering on the sea shore, almost over his master's grave, increased them. Is this animal, then, the only one that exists of the many who were fed by his hand? Not a stone or pillar remains of this mighty man's wealth, and the only article which was pointed out to us as his, was a large iron pot, from which his slaves received their pitiful allowance of rice. We were told that there were two, but that Tom Bassa in his last war with Boat-swain broke up the other for shot, and it is very likely this will shortly share its fate. It is really astonishing how infatuated the natives are on the subject of the slave trade, and even during our short stay, gregreos were daily made for the appearance of a slaver to enrich the coffers of the King and head men; but if we augur truly, many days will elapse before another seats himself as securely as did Don Miguel on the beach. Of a truth, we know it would be risking too much, since the destruction of Thompson and the Messurado. The day we hope is not far distant, when none of the coast claimed by us will be polluted by the footsteps of a slaver, and then we cannot do away the domestic slavery which exists among the natives, we may hope to soften its rigors, by affording protection to all who flee within our immediate jurisdiction, from its chains.

ASHES— Coast, first sort..... 100 lbs 5 10 a Pearl..... 5 10 a	BARILLA— Tenerife..... ton 30 00 a 45 00	BEECHWAX— White..... per lb 44 a 45 Yellow..... do 13 a 20	BOTTLES— Bristol, Porter..... gross 7 00 a 8 00 Newcastle Wines..... do 7 00 a 7 50	BREAD— Navy..... do — a 3 Flour..... per lb — a 3 Cracker..... do 6 a 6	BRISTLE— Russia, first sort..... do 60 a 70 Do. common..... do 30 a 40 American..... do 15 a 30	CANDLES— Doubt, tallow..... do 13 a — Dipped..... do 11 a 13 Perm..... do 33 a 33	COAL— Liverpool, per chaldron 14 00 a — Do. Scotch..... do — a — Kidney & Bridgeport..... do 11 00 a 13 00 Libson..... do — a — Virginia..... do 6 75 a 10 00 Anthracite..... par ton 10 00 a 14 00	COCO— Caracas..... per lb 15 a — Trinidad..... do 5 a 6 V. I. common..... do 4 a — Para..... do 5 a —	COFFEE— Cuba..... do 11 a 13 Brazil..... do — a 13 Porto Rico..... do 12 a 14 Laguaira..... do 11 a 13 St. Domingo..... do 13 a — Sava..... do 12 a 13 Jamaica..... do 12 a 13	COPPER— Sheathing..... do 22 a 23 Old..... do 18 a 18 Sole..... do 24 a —	CORDAGE— Foreign..... do 10 a — Do. Patent..... per cwt 11 a —	CORKS— Elvet..... per gross 38 a 45 Common..... do 50 a 35 Dial..... do 6 a 10	COTTON— New Orleans..... per lb 10 a 11 Pianad..... do 7 a 11 Jabama..... do 7 a 10 Gnosses..... do 7 a 9	COTTON BAGGING— Lamp..... per yd 13 a 17 Tex..... do 12 a 16 Do. American..... do 10 a 21	DIAPERS— Russia, broad..... piece 3 37 a —	DUCK— Russia, U. X..... per bolt 19 00 a — Do. Bruiugina..... do 19 00 a — Do. Zottof & Konopff..... do 17 50 a 18 00 Do. 31 quality..... do 15 50 a 16 00 Do. inferior..... do 13 00 a 15 00 German, Half..... do 10 00 a 11 00 Holland, A. A..... do 24 00 a 25 00 Havana..... do 8 50 a 10 00 Amer. Joy's, all flax..... do 15 50 a 13 00 Do. Phenix Mills, Pa..... do 14 08 a 10 00 Do. cotton, Paterson..... do 10 a 10 Do. 1 a 10..... per yd 26 a 39	DYE WOODS— Brazilito..... per ton 35 00 a 36 00 Cinnamon..... do — a 60 00 Cassia, Cuba..... do 23 00 a 24 00 Do. Tamped..... do 22 00 a 23 00 Do. Maine..... do 13 00 a 15 00 Sagewood, Camphyr..... do 25 00 a 26 00 Do. St. Dom..... do 30 00 a 21 00 Do. Jamaica..... do — a 30 00 Do. Nicaragua, Bonaire..... do — a 30 00 Do. Coro..... do — a 30 00 Do. Maracai..... do 40 00 a 45 00 Do. Hache..... do 60 00 a 70 00	FEATHERS— Ive, Foreign..... per lb 14 a 20 Do. American..... do 35 a 37	FISH— Dry Cod..... per cwt 2 75 a 2 37 Do. scale..... do 1 75 a 1 87 Pickled Cod..... per brl — a 3 75 Do. Salmon..... do 12 00 a 13 00 Do. smoked..... per cwt — a — Do. Tackler No. 1..... per brl 5 50 a 6 50 Do. No. 2..... do 4 50 a 6 50 Do. No. 3..... do — a 3 75 Do. Hadd, Conn. Mess..... do 6 50 a 9 36 Do. Herrings..... do 2 75 a — Do. Smoked..... box 25 a 85	FLOUR AND MEAL— New York supreme..... brl — a 6 00 Do. Troy..... do — a — Do. Western Canal..... do 6 00 a 6 75 Do. Ohio, via do..... do — a 8 26 Do. Philadelphia..... do 6 12 a 6 35 Do. Baltimore Howard st..... do — a — Do. Richmond City Mills..... do 6 00 a — Do. Country..... do 6 00 a — Do. Alexandria & George..... town..... do 6 00 a 6 25 Do. Frederickburg..... do 5 75 a 6 00 Do. Frederickburg..... do 6 00 a — Do. Cratched and fine..... do — a 5 75 Do. fine middlings..... do — a 5 38	Rye Flour..... do 4 75 a — Indian Meal..... do 3 37 a 3 50 Do. hhd 16 00 a —	FRUIT— Raisins, Mulaga..... cask — a 8 75 Do. bloom..... box 3 00 a 3 25 Do. muscatel..... do 3 25 a 3 50 Do. bunch..... do 3 75 a — Currants, Smyrna..... lb 6 a 9 Currants, Zante..... do 11 a 12 Almonds, soft shell..... do 11 a 12 Do. shelled..... do 14 a 16 Figs, Smyrna..... do 10 a 10 Filberts..... do 6 a 7 Prunes Bordeaux..... do 14 a 15 Tamarinds..... do 4 a 6	GRAIN— Wheat, North rivr..... hebl — a — Do. Genesee..... do — a — Do. Virginia..... do 1 12 a 1 15 Do. N. Carolina..... do 1 12 a — Rye, Northern..... do 90 a — Corn, Yellow, North do..... do — a 62 Do. White, L. I. & N. J..... do — a — Do. Southern..... do 55 a 56 Barley, North river..... do — a — Oats, South & North..... do 35 a 44 Peas, white dry..... 7 bush 6 00 a 7 00 Do. black eyed..... do 6 a 8 Beans..... do 7 50 a 9 00	HEMP— Russia..... ton 210 00 a 225 00 Manilla..... do — a 245 00 Sisal..... do — a — American dew-rot..... do 150 00 a — Yarns, Kentucky..... lb 9 a —	HIDES— La Plata..... lb } 15 a — Rio Grande..... } Brazil..... do 11 a 13 Do. wet salted..... do 7 a 7 Oronoco..... do 13 a 14 W. India Southern..... do 11 a 13 S. A. Horse..... piece 1 53 a —	HOPS— First sort, 1881..... lb 12 a 14 Second sort..... do 10 a 12 HORNs—Ox..... 100 5 00 a 30 00	INDIGO— Bengal..... lb 1 00 a 1 65 Manilla..... do 75 a 1 12 Caracas..... do 1 12 a 1 35 Guatemala..... do 75 a 1 25	IRON— Pig, Engl. & Scotch..... ton 40 00 a 47 50 Do. American..... do 30 00 a 40 00 Bar..... do 80 00 a 85 00 Do. Russia, F. S. I. do..... do 100 00 a 102 50 Do. new Sable..... do 94 00 a 93 00 Swedes..... do 88 00 a — English ass'd..... do — a 73 00 Sheet, English..... cwt 6 75 a 8 00 Peru L. Co. flat & sq. ton..... do — a 105 00 Round..... do 130 00 a 140 00 Hoop, American..... cwt 5 50 a 7 00 Do. English..... do 6 62 a 6 75	LEAD— Pig..... per lb 5 a 6 Bar..... do 6 a 6 Sheet..... do 6 a 7 Old..... do — a 5	LEATHER— Sole, Oak tanned..... lb 22 a 25 Do. Hemlock..... do 30 a 23 Do. damaged..... do 12 a 19 Upper, dressed..... side 1 75 a 2 75 Do. * undressed..... do 1 50 a 2 50	LUMBER— Boards, N. R..... M ft — a 15 00 Do. East'n Pine..... do 16 00 a 17 00 Do. Albany do..... pce 16 a 17 Planck, Georgia do..... M ft 25 00 a 35 00 Staves, W. O. pine..... do 56 00 a 60 00 Do. do hhd..... do 36 00 a 40 00 Do. do brl..... do 39 00 a 33 00 Do. R. O. hhd..... do 37 00 a — Heading W. O. do..... do 50 00 a 55 00 Hoops..... do 25 00 a 30 00 Scantling, Pine..... do 15 00 a 16 00 Do. Oak..... do 30 00 a 35 00 Timber, Oak..... sq. ft 25 a 25 Do. Yellow Pine..... do 25 a 30 Shingles, Cypress..... M ft 3 75 a 4 00 Do. Pine, bundle..... do 2 50 a 3 00	MOLASSES— Martinique & Guad..... gall 26 a — English Islands..... do 24 a 25 Havana & Matanzas..... do 23 a 26 Trinidad do Cuba..... do 27 a — New Orleans..... do 35 a 38	NAILS— Cut, 4d to 40d..... per lb 6 a — Cut, 2d..... do 7 a 9 Cut, 3d..... do 8 a 9 Wrought..... do 10 a 16	NAVAL STORES— Tar..... per brl 1 55 a 1 02 Pitch..... do — a 1 62 Rosin..... do 1 12 a 1 02 Turpentine Wilm. sor..... 2 37 a 2 50 Do. North Co. do..... do — a 2 12 Spirits Turpentine..... gall 30 a 33	OILS— Florence 30 flasks..... box 5 75 a 6 00 French 12 bottles..... bask 40 00 a 45 00 Olive..... per gall 35 a 90 Linedeed, American..... do 95 a 1 00 Do. Dutch..... do — a — Do. Whale..... do 30 a 33 Do. refined..... do — a 45 Sperm, Summer..... do — a 50 Do. Winter..... do 26 a 50 Liver, Straits..... per brl 18 50 a — Do. Bank & Shore..... do — a 14 50	PROVISIONS— Beef, Mean..... per brl 5 00 a 5 35 Do. Prime..... do 5 50 a 6 15 Do. Cargo..... do 4 50 a — Butter, N. Y. Dairy..... lb 16 a 18 Do. Shipping..... do 11 a 13 Do. Philadelphia..... do — a — Hog's Lard..... per lb 9 a 10 Pork, Mean..... do 12 00 a 13 00 Do. Prime..... do 11 00 a 11 00 Do. Cargo..... do 10 00 a — Cheese, American..... lb 6 a 7 Hams, Virginia..... do 10 a — Do. Northern..... do 9 a 10	RAGS— Foreign..... do — a 50 Country..... do 3 a 5	RICE— Turk's Island..... per bush 48 a 48 Isle of May..... do — a — St. Ubes..... do — a —
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POETRY.

[FOR THE NEW YORK AMERICAN.]

SONNET

Written in St. Mark's Church Yard, New York.

[St. Mark's Church yard is situated in a beautiful and retired place, originally about three miles distant from New York, but the city, so rapid in its growth, has already nearly reached it, and will, undoubtedly, in a few years, entirely surround it.]

Ye dead, a gentle feeling pure I deem,
Prompted the wish, when life's short day was past,
Calmly to sleep, in this sweet place at last—
Coursed by wild flowers and the pale moon's gleam!
Where pensive meditation loves to dream.
O thou, too frail to bear life's chilling blast,
For whom on earth a bitter lot was cast—
Who dropt into oblivion's sunless stream,
Like a green leaf, snapt from a summer's bough:
Ah! soon no more shall silence round thee reign,
(No more this wild birds trill sweet notes for thee!)
But soulless sound; and a revelry profane—
Yea, list! comes rolling onward even now,
The multitudinous city, like a sea!

* Once a dear young friend of the writer's.

The following beautiful lines are from the "Juvenile Forget-Me-Not" for 1893. They are written by Mr. Laman Blanchard upon the picture of a boy endeavoring to lay salt upon the tail of a bird:

Gently, gently yet, young stranger!
Light of heart and light of heel:
See the bird-perceives thy danger,
On it shily steal.
Silence!—hark! your scheme is falling—
No: pursue your pretty prey;
See, your shadow on the paling
Startles it away.
Hush! your step some note is giving;
Not a whisper—not a breath!
Watchful be as unto that's living,
And be mute as death!
Glide on, ghost-like, well inclining
Downwards over it; or, as sure
As the sun is on its shining,
I'll escape the lure.
Caution! now you're nearer creeping;
Nearer yet—how still it seems!
Beneath the winged creature's sleeping,
Wrapt in forest dreams!
Golden sights that bird is seeing,
Nest of green, or mossy bough;
Nest a thought it hath of seeing—
Yes, you'll catch it now!
How your eyes begin to twinkle!
Silence, and you'll scarcely fail:
Now stoop down, and softly sprinkle
Salt upon its tail.
Yes, you have it in your tether.
Never more to skim the skies;
Lodge the salt on this long feather—
Ha! it flies, it flies!
Hark!—hark! among the bushes,
Laughing at your idle lure!
Boy, the selfsame feeling gushes
Through my heart and yours.
Baffled sportsman, childish Mentor,
How have I been—hapless fool!
Lad like you my hopes to centre
In a grain of salt!
Time, thy feathers turn to arrows;
I for salt have used thy sand,
Wasting it on hopes, like sparrows,
That elude the hand.
On what captures I've been counting,
Stooping here, and creeping there,
All to see my bright hope mounting
High into the air!
Half my life I've been pursuing
Plans I'd often tried before,
Rhapsodies that end in ruin—
I, and thousands more.
This, young sportsman, be your warning—
Though you've lost some hours to day,
Others spend their life's fair morning
In no wiser way.
What hath been your holiest treasure?
What were ye unto my eyes,
Love, and peace, and hope, and pleasure?
Birds of Paradise!
Spirits that we think to capture
By a false and childish scheme,
Until tears dissolve our rapture—
Darkness ends our dream.
Thus are objects loved the dearest,
Distant as the dazzling star,
And when we appear the nearest,
Farthest off we are.
Thus have children of all ages,
Seeing bliss before them fly,
Found their hearts but empty cages,
And their hopes—on high!

[The following lines of Mr. Bowles, are a congenial tribute to the author of the Morning and Evening Hymn.]

THE GRAVE OF KEN.

On yonder heap of earth forlorn,
Where Ken his place of burial chose,
Peacefully shine, O Sabbath morn!
And, eve, with gentlest hush repose.
To him is rear'd no marble tomb
Within the dim cathedral fane;
But come faint flowers of summer bloom,
And silent falls the winter's rain.

No village monumental stone
Records a verse, a date, a name:
What boots it? When thy task is done,
Christian, how vain the sound of fame!
Oh, far more grateful to thy God
The voices of poor children rise,
Who hasten o'er the dewy sod,
To pay their morning sacrifice.
And can we listen to their hymn,
Heard, haply, when the evening knell
Sounds, where the village tower is dim,
As if to bid the world farewell.
Without a thought, that from the dust
The morn shall wake the sleeping clay,
And bid the faithful and the just
Up spring to heaven's eternal day?

MOONLIGHT.

[From the Amulet for 1893.]

There are no stars: thou lonely moon,
Thou art alone amid the sky;
Methinks thou must be sad to hold
Such solitary watch on high!
'Tis but a tale of the old time—
When all of feeling or of thought,
And all the mysteries of the heart,
Around them some fine fiction wrought—
Which said that thou didst turn to earth
Thy radiant eyes, to watch and weep
Over the rest thou couldst not break—
Endymion's passion-haunted sleep.
Beneath this moonlight fable's guise,
They pictured the immortal mind,
Which seeks upon this weary earth
The love that it may never find.
For though upon an eagle's wing
The spirit for a while may roam,
The pinnas need some gentler tie,
The heavenward wanderer asks a home;
And deems the heart can be that home,
Deems that affection is that tie,
And gives its likeness to its hope—
The pure, the beautiful, the high.
Fair queen, this fable of thy love
Is but the doom Fate sets apart
For earth's imaginative child,
Who makes a temple of the heart.

MARRIAGES.

MARRIED—On Thursday evening, 19th inst. by the Rev. Dr. Milnor, Mr. Wm. H. Cole, to Harriet, daughter of the late James Oram—both of this city.
On Thursday evening last, (19th inst.) by the Rev. John A. Clark, Dr. James B. Kissam, to Miss Mary M. Butler, daughter of Thos. C. Butler, Esq. all of this city.
At Oswego, N. Y. on the 8th instant, by the Rev. Dr. Yates, Andrew J. Yates, to Matilda Huger, daughter of Rudolph Bunner.

DEATHS.

DIED—In the 41st year of his age, William Seaman, Esq. late Alderman of the 7th Ward.
On the 21st inst. Mrs. Lannah Fuller, aged 47 years.
Suddenly on Wednesday morning, the 18th instant, Antoine Marc André François, infant son of the Rev. A. Verren.
On Wednesday morning, 18th inst. Furman Rossett, in the 24 year of his age, youngest son of Abraham Rossett.
This morning, 19th inst. in her 65th year, Mrs. Mary Furman, relict of the late Richard Furman.
This morning, 19th inst. Jane Mun o, daughter of A. S. Marvin, in the 4th year of her age.
Wednesday morning, 18th inst. Isabella, daughter of Ralph Hoyt, aged 7 months.
On Monday evening, 16th inst. after a short illness, Emmeline, wife of Edmund B. Boettwick, and only daughter of Thos. R. Smith.
On Monday afternoon 16th inst. Mrs. Mary Thomson, wife of Mr. Adam Thomson, in the 51st year of her age.
On Monday evening, 16th inst. in the 60th year of her age, Mrs. Sebe Broome, widow of the late Thomas Broome.
On the 9th day of November last, at Havana, in the Island of Cuba, Vincent Grey, Esq. at an advanced age. This gentleman was a native of the state of Virginia, and for more than thirty years had resided at the place of his death, where his memory will be long embalmed in the hearts of his countrymen, both residents and sojourners, by a retrospect of the attention and kindness which they uniformly received at his hands, and by the disinterested and benevolent tenor of his character.—[Nat. Int.]
Hydrophobia.—Died, at Franklin Furnace, on the 29th Dec. of Hydrophobia, Garrett Lucas, Jr. in the 16th year of his age, deeply lamented by all his friends and acquaintance.
The deceased was bitten on the hand by a rabid fox on the 20th of October last; the animal was not known at that time to be mad, and no danger being apprehended, the wound was permitted to heal and he suffered no inconvenience until the 26th ult. when symptoms of Hydrophobia made their appearance. Medical aid was called in on the 28th, until which time he and his relatives remained insensible of the nature of his disease or the perilousness of his situation. The disease having already made rapid advances his case was pronounced hopeless by his physician. The symptoms continued to increase rapidly and steadily until about 12 o'clock, on the 28th ult. when his system sunk under the pressure of misery, nearly two months after he received the wound. This is not the only case of Hydrophobia that has occurred in this country produced by the same cause, viz: a bite of a pet fox, and this is a melancholy proof that ought to be sufficient to convince individuals of the danger and folly of attempting to domesticate these very vicious and entirely useless animals. It is to be hoped the public will profit by the very lamentable cases that have occurred and make use of every precaution to prevent if possible the recurrence of that dreadful and uncontrollable malady that still remains almost complete master of medical skill.—[Chambersburg Rep.]

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 159 persons during the week ending on Saturday last, viz:—Of whom 35 were of the age of 1 year and under, 31 between 1 and 3, 22 between 3 and 5, 7 between 5 and 10, 5 between 10 and 20, 31 between 20 and

30, 12 between 30 and 40, 19 between 40 and 50, 9 between 50 and 60, 6 between 60 and 70, 4 between 70 and 80, and 2 between 80 and 90. Diseases.—Anemia 1, apoplexy 2, burned or scalded 1, caries 1, childhood 2, consumption 26, convulsions 4, dropsy 2, dropsy in the head 10, dysentery 1, fever inflammation 1, fever scarlet 15, fever typhus 1, hives or croup 6, inflammation of the bowels 3, inflammation of the brain 2, inflammation of the chest 2, inflammation of the liver 1, inflammation of the stomach 1, influenza 4, intemperance 2, malarious 3, measles 17, mortification 1, old age 3, peripneumony 3, pneumonia typhoid 2, rheumatism 1, scirrhus of the liver 1, small pox 10, sprue 1, still-born 5, teething 1, unknown 2, whooping cough 3.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS:

Per Bremen barque Elizabeth—Messrs. Sonff, Bollermann, Topken, and in the steerage.
In the ship Great Britain, from Liverpool—Capt. Smith, of New York; Mrs. Gibson and 6 daughters, of Edinburgh; T. Ma-nuel, do; Mr. Ring and lady, of Baltimore; W. Shaw, lady and daughter, and 8 Shaw, of Sheffield; W. Whitehead, of Saddle-worth; J. Ferguson, of Limerick; and 129 in the steerage.
In the ship Columbia, from London—A. Atkinson, J. Smith, E. Friquet, lady and two daughters, Apsala Henri, Sarah Vane, Ed. Thompson, son, and two daughters, Thos. Edwards, Geo. Henry, purser—948 in the steerage.
In ship Franklin, from St. Petersburg—Dr. Charles Mifflin, Lewis. Wm. Hudson and Extra T. Doughty, U.S. Navy.

SALES OF REAL ESTATE AT AUCTION.

By James Bleeker & Sons.

The two-story brick House and Lot, No. 243 Bowery, lot 24:8 by 114 feet \$6,100
The three-story brick House and Lot, No. 11 Cliff st., lot 25 by 103 feet, 11,950
The House No. 12, adjoining, and 15 years lease of the lot, \$200 per annum ground rent, 7,800
The three-story brick House and Lot, No. 79 Market street, lot 21 by 51 feet 2,600
The three-story House and 4 Lots, No. 34 Hammond st., 3 lots on Hammond st. and 2 on Ferry st. 24 by 95 ft., 8,000
One Lot on Concord street, Brooklyn, 1,225
Do do do do do 1,050
Do do do do do 1,275
Do do (corner) do 2,550
Do do Washington st. do 1,550
Two four-story brick stores, No 270 Pearl st., 89 feet 4 inches in front, on Pearl st. \$10,000
Two lots south of Eighteenth st. between 9th and 9th Avenue, 35 by 92 feet, each, 800
House and lot in Amos-st. near Factory-st. 26:6 by 65, \$1,900
House and lot No. 47 Leonard-st. 25 by 100, 5,500
do do 37 Liberty-st. 27:6 by 110:5, 16,000
Store and lot No. 128 State-st. 25 by 69, 16,550
Two houses and leases of lots Nos. 214 and 216 Division street, 100
Lease of a lot on Division street,
Two lots of ground on Broadway, nearly opposite Sixth street, 33:10 by 115, 9,500
House and lot No. 746 Broadway, 7,800
House and lot No. 748 Broadway, 4,900
The two story double brick house and Lot 29 Cedar-st. near William street, lot 38 feet 7 in. 36:10 rear, and about 60 deep, for \$21,000
The three story brick House and Lot 19 Park Place, lot 25 by 75 feet, 14,000
The two story brick House and Lot 553 Greenwich-st. corner of Charlton street, lot 25 by 75, 5,000
By Wicks, Lawrence and Co.—Jan. 16.
The House and Lot 356 Broadway—House 30 feet 6 inches front and rear, and 60 feet deep Lot 175 feet, extending to Benson street, with stable, &c. in the rear, was sold for \$25,000

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the Daily and Semi-weekly, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the Daily and Semi-weekly papers, will appear in the Tri-Weekly American; and the reading matter as published in the Daily paper. It will be issued on Tuesdays, Thursdays, and Saturdays, at FIVE dollars per annum in advance, to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and Proprietor.

D. K. MINOR, No. 35 Wall-st. N.Y.

The New-York American is published DAILY at \$10 per annum, and SEMI-WEEKLY, at \$4 per annum, in advance, as heretofore, at No. 35 Wallstreet, New-York.

PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

HENRY BURDEN, Agent.

Troy, N. Y., July, 1881.
Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

F. S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

H. BURDEN.